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LEGISLATIVE HISTORY

Public Law 85-52
H. R. 6700

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DIGEST OF PUBLIC LAW 85-52

DEPARTMENT OF COMMERCE AND RELATED AGENCIES APPROPRIATION BILL, 1958.

Provides funds for the Census Bureau, Bureau of Public Roads (including forest highways), Bureau of Standards, Weather Bureau, St. Lawrence Seaway Development Corporation, and Tariff Commission.

Index and summary of H. R. 6700

- April 5, 1957 House Appropriations Committee reported H. R. 6700 without amendment. House Report No. 308. Print of bill and report.
- April 9, 1957 House passed H. R. 6700 with amendments.
- April 10, 1957 H. R. 6700 was referred to Senate Appropriations Committee. Print of bill as referred.
- May 14, 1957 Senate committee ordered H. R. 6700 reported with amendments.
Senate committee reported H. R. 6700 with amendments. Senate Report No. 304. Print of bill and report.
- May 16, 1957 Senate made H. R. 6700 its unfinished business.
- May 17, 1957 Senate passed H.R. 6700 as reported..Senate conferees appointed. Print of bill as passed by Senate.
- May 20, 1957 House appointed conferees.
- May 29, 1957 House received conference report. House Report No. 495. Print of conference report.
- June 3, 1957 Both Houses agreed to conference report.
- June 13, 1957 Approved: Public Law 85-52

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued April 8, 1957
For actions of April 5, 1957
85th-1st, No. 60

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HIGHLIGHTS: House committee ordered reported bills to revise price support for upland cotton, extend 1956 price supports for extra long staple cotton, and sell long staple cotton from stockpile. House committee reported Commerce appropriation bill. Rep. Marshall stated U. S. farmers receive lower hog prices than Canadian farmers. House received GAO audit report of ACPS.

HOUSE

1. COTTON. The Agriculture Committee ordered reported the following bills: (p. D297)

H.R. 3654, to amend the Agricultural Act of 1949 so as to continue the price support for extra long staple cotton at the 1956 rate;

H.J. Res. 172, providing for the withdrawal and transfer of 50,000 bales of domestically grown extra long staple cotton from the critical stockpile to CCC for sale;

H.R. 2461, providing that the level of price support for upland cotton shall be determined on the basis of the parity price for upland cotton as of June 1, prior to the beginning of the marketing year, and the supply percentage for upland cotton as of the beginning of the marketing year shall be finally determined between June 1 and June 15, inclusive.

2. HOG PRICES. Rep. Marshall stated that U. S. farmers were not receiving prices comparable to those received by Canadian farmers for meat-type hogs and that the Subcommittee on Agricultural Appropriations is looking into the matter, and inserted a statement of the Canadian Minister of Agriculture regarding the situation. p. 4645

3. APPROPRIATIONS. The Appropriations Committee reported without amendment H.R. 6700, the Commerce and related agencies appropriation bill for 1958 (H. Rept. 308). p. 4651

4. PERSONNEL. Rep. Price inserted the recent testimony of a Columbia Univ. professor favoring Federal scholarships for high-school seniors to encourage the development of more scientists and engineers. p. 4649

Rep. Rees discussed bills he recently introduced to create a separate and independent Veterans' Preference Employees Appeals Office responsible to Congress (H.R. 6474), to provide that certain retroactive compensation to reinstated employees shall be paid out of current appropriations of the agency involved (H.R. 6475), and to provide penalties for officers and employees who fail to comply with findings and recommendations of the CSC in the adjudication of veteran preference rights (H.R. 6476). pp. 4649-50

5. ELECTRIFICATION. Received from the Interior Department a report on the Burns Dam, powerplant and reservoir, Palisades project, Ida. (H. Doc. 147). p. 4650

6. CONSERVATION PAYMENTS. Received from GAO a report on the audit of ACPS for the 1955 fiscal year, to Government Operations Committee. p. 4650

7. FOREIGN AFFAIRS. The Foreign Affairs Committee issued a report pursuant to H. Res. 29 pertaining to a special study mission to Africa, south and east of the Sahara (H. Rept. 307). p. 4651

Received a Nev. Legislature memorial urging that the 1954 Trade Agreements Act be allowed to expire on June 30, 1958. p. 4651

8. POULTRY. Received a Nev. Legislature memorial favoring the establishment of an effective system of Federal control of poultry slaughtering, packaging, handling, and sale, in a manner similar to the successful control of other meats. p. 4651

9. WATERSHEDS. Received a resolution adopted by the Floyd Valley Watershed Assoc., Inc., advocating the designation of the entire Floyd River Valley, Iowa, as a pilot watershed project. p. 4652

10. ADJOURNED until Mon., Apr. 8. p. 4650

ITEMS IN APPENDIX

11. BUDGETING. Rep. Frelinghuysen inserted a column by David Lawrence urging passage of legislation to create a Joint Committee on the Budget. p. A2734

12. WATER RESOURCES. Rep. Utt inserted an editorial by Raymond Moley opposing the Upper Colorado project and urging support of water resources recommendations made by Presidential commissions. pp. A2736-7

Extension of remarks of Rep. Moss in support of H.R. 6035, to construct the San Luis Unit, Central Valley project, and inserting an article noting Budget Bureau support for the authorization. p. A2743

13. INDUSTRIAL USES. Rep. Berry inserted a speech by the President of S. D. State College urging research to develop new uses for agricultural products. pp. A2739-40

14. SMALL BUSINESS. Rep. Burdick inserted a letter from a small manufacturer of farm equipment urging tax relief for small businesses. pp. A2740-1

DEPARTMENT OF COMMERCE AND RELATED AGENCIES
APPROPRIATION BILL, FISCAL YEAR 1958

APRIL 5, 1957.—Committed to the Committee of the Whole House on the State
of the Union and ordered to be printed

Mr. PRESTON, from the Committee on Appropriations, submitted the
following

REPORT

[To accompany H. R. 6700]

The Committee on Appropriations submits the following report in
explanation of the accompanying bill making appropriations for the
Department of Commerce and related agencies for the fiscal year
1958.

APPROPRIATIONS AND ESTIMATES

The bill provides funds for the Department of Commerce, the
Panama Canal, the Civil Aeronautics Board, the St. Lawrence Sea-
way Development Corporation, and the Tariff Commission.

The budget estimates forming the primary bases of consideration
by the Committee will be found in the budget for 1958 on the following
pages:

<i>Agency</i>	<i>Pages of budget document</i>
Department of Commerce.....	420-483
The Panama Canal.....	608-611, 614-621
Advisory Committee on Weather Control.....	108
Civil Aeronautics Board.....	440-442
St. Lawrence Seaway Development Corporation.....	209-212
Tariff Commission.....	169-170

The Committee also considered budget amendments contained in
House Document No. 116, dated March 12, 1957.

SUMMARY OF THE BILL

The following table summarizes the amounts recommended in the bill in comparison with the corresponding budget estimates and 1957 appropriations:

Department or agency	Appropriation, 1957	Budget estimate, 1958	Recommended in bill for 1958	Bill compared with—	
				1957 appropriation	1958 estimate
Title I—Department of Commerce.....	\$632,650,136	\$803,790,000	\$591,387,060	—\$41,263,076	—\$212,402,940
Title II—The Panama Canal.....	15,410,000	17,648,000	16,648,600	+1,238,600	—999,400
Title III—Independent agencies.....	74,575,000	50,075,000	45,649,400	—28,925,600	—4,425,600
Total.....	722,635,136	871,513,000	653,685,060	—68,950,076	—217,827,940
Rescission: War Shipping Administration Working Fund.....					—65,251,000
Total reductions.....					283,078,940

The amounts included in the bill for 1958 are \$68,950,076 below appropriations for the same agencies for 1957. The reductions in the 1958 budget estimates total \$217,827,940, a reduction of 25%. In addition, the bill contains a rescission of an estimated \$65,251,000 of the balance now available in the War Shipping Administration working fund, which increases the total reduction to \$283,078,940.

The bill includes \$13,396,336 to meet retirement fund contributions required by law to be carried in the individual appropriations for 1958 for the first time, and approximately \$850,000 for the extra day's pay required in 1958. For nearly all of the agencies in the bill, the only amounts allowed over 1957 appropriations are those necessary to meet these mandatory costs.

The only agencies for which significant program increases are recommended for 1958 are the Civil Aeronautics Administration, the Bureau of the Census, the Patent Office, the Bureau of Public Roads, the Weather Bureau, and the Civil Aeronautics Board. Additional funds are provided to enable the Civil Aeronautics Administration and the Weather Bureau to staff new air navigation and weather facilities which will come into operation during the fiscal year 1958. New funds are also included to permit the Census Bureau to do the necessary advance planning for the 1958 censuses of business, manufacturers, and minerals industries, and the 18th decennial census to be taken in 1960. Additional funds are also recommended to enable the Patent Office to continue the gradual reduction of the large backlog of patent applications now pending. The large increases in authorizations under the Federal-Aid Highway Act of 1956 also require substantial appropriations in this bill for the Bureau of Public Roads. Further, to enable the Civil Aeronautics Board to strengthen its field audit activities, and to reduce the backlog on air-route and rate cases pending, some increases are proposed for fiscal year 1958.

PERSONNEL INCREASES AND REDUCTIONS

The 1958 Budget proposed increases of 7126 permanent positions for the Department of Commerce and 373 positions for the related agencies, a total increase of 7499 positions. The amounts recom-

mended in the accompanying bill will finance an estimated net increase of 4038 positions as follows:

Increases over 1957:	
Civil Aeronautics Administration.....	3500
Bureau of Public Roads (Federal-Aid Highways).....	637
Weather Bureau.....	120
Civil Aeronautics Board.....	48
St. Lawrence Seaway.....	145
Total.....	4450
Reductions below 1957:	
Business and Defense Services Administration.....	352
Bureau of Foreign Commerce.....	42
Office of Strategic Information.....	6
Advisory Committee on Weather Control.....	12
Total.....	412
Net increase.....	4038

TITLE I—DEPARTMENT OF COMMERCE

The budget estimates for the Department of Commerce for the fiscal year 1958 total \$803,790,000. Amounts recommended in the bill are \$591,387,060, a reduction of \$41,263,076 below 1957 and a reduction of \$212,402,940 in the 1958 budget estimates. Over \$194,000,000 of the reduction in the 1958 estimates is related to two agencies, the Civil Aeronautics Administration and the Maritime Administration.

GENERAL ADMINISTRATION

Salaries and expenses.—For the coming fiscal year, the Committee recommends the sum of \$2,695,200, an increase of \$245,200 over appropriations for 1957 and a reduction of \$139,800 in the budget estimate. The increase includes \$156,100 for mandatory retirement fund contributions and the extra day's pay due in 1958. In addition, it includes \$158,400 representing a transfer of legal activities to the Office of the Secretary from four agencies: the Bureau of the Census; the Business and Defense Services Administration; the Bureau of Foreign Commerce; and the National Bureau of Standards. This is the result of a decision of the Secretary to centralize all legal activities for these programs in his office. Corresponding reductions have been made in the appropriations for the various bureaus concerned.

These increases are offset by a reduction of \$69,300 resulting from the elimination by the Committee of six positions and all funds now available to the Department of Commerce for the Office of Strategic Information.

BUREAU OF THE CENSUS

Salaries and expenses.—The sum of \$7,881,800 is recommended for 1958, an increase of \$406,800 over the 1957 appropriation and a reduction of \$653,200 in the budget estimate. The entire increase covers the mandatory cost of retirement fund contributions and an extra day's pay in 1958.

1958 censuses of business, manufactures, and mineral industries.—The Committee recommends \$1,000,000 for this purpose in 1958, an increase of \$850,000 over 1957 and a reduction of \$845,000 in the budget estimate. This census is required by law to be taken every

four years. Planning and preparatory work was initiated in 1957. The amount recommended for 1958 will permit final preparations for taking the census in 1959.

No funds are included for the "census of transportation" for which \$322,090 was included in the 1958 budget estimates.

18th decennial census.—The sum of \$3,250,000 is included for initial preparation for the 1960 decennial census of population, housing, and agriculture, which is required by law to be taken every ten years. The amount recommended is \$850,000 less than the budget estimate.

The approved figure provides \$1,500,000 for personnel and related costs and \$1,750,000 for the purchase and development of machinery and equipment to be used in conducting the census. Since personnel will be transferred to this program from other censuses to be completed in fiscal year 1957, there will be no increase in bureau employment.

CIVIL AERONAUTICS ADMINISTRATION

Operation and regulation.—The Committee recommends \$177,747,-800 for this program for the fiscal year 1958, an increase of \$40,943,800 over the fiscal year 1957 and a decrease of \$17,252,200 in the budget estimate. \$2,200,000 of the increase results from the transfer of the maintenance and operation of certain air navigation facilities from the Air Force to the CAA. \$7,286,536 additional is included for mandatory retirement contributions under this appropriation.

The amount included in the bill provides approximately \$29,000,000 additional to permit the employment of some 3,350 new technicians required to handle the constantly increasing traffic on the Federal Airways and to staff the new air navigation facilities which will come into operation during 1958. In addition, it will provide an increase of \$2,650,000 to enable the Office of Flight Operations and and Air Worthiness and the Office of Airports to meet new responsibilities for safety regulations and airport planning related to the coming transition from conventional to jet aircraft. It will cover a total of around 22,500 permanent positions for 1958.

Despite the urgent demand for economy in Federal appropriations, there appears to be no alternative but to provide additional funds for this agency. The assurance of maximum safety in flight for the people of the nation must be the primary consideration of Congress under this program. New and improved air navigation facilities authorized during the past several years, which will be ready for operation in 1958, must be properly manned if they are to be put into use. Further, adequate personnel must be provided to handle the additional air traffic on the safest possible basis. This is made increasingly difficult due to the speed and range of the modern aircraft coming into use.

In this connection, the members of the Committee are concerned as to whether or not the controllers and similar persons who have direct control over and responsibility for the safety of aircraft at airports and in flight are being paid adequate salaries to assure maximum competency. Accordingly, the Committee recommends that the Administrator undertake a thorough review of grade standards for this category of personnel. If such a study indicates the necessity

for salary increases, he is urged to use a portion of the additional funds provided in this bill for this purpose.

Establishment of air navigation facilities.—The Committee recommends the sum of \$116,561,860 for 1958, an increase of \$41,561,860 over 1957 and a decrease of \$58,438,140 in the budget estimates.

The Committee is recommending a sizeable increase over current year funds for this program, despite economy demands. The necessity of establishing a "common air-navigation system" which will meet the needs of both military and civil aircraft, the urgency of installing facilities which will safely handle the increasing volume of air traffic, and the problems which will result from jet flying, make such an increase necessary.

The budget estimate for 1958 included funds for the installation and conversion of 367 VORTAC facilities at an estimated cost of \$64,500,000. The Committee feels that it has no alternative but to go along with the initiation of this program, which is strongly endorsed by the Executive Branch and all segments of the aviation industry. Accordingly, it has included \$43,000,000 for this purpose in the bill for 1958. Since military aircraft will be the sole users of the "azimuth" portion of the new VORTAC system, it believes that the additional \$21,500,000 should be provided by transfer from military appropriations.

Large sums will be required in future years to install, maintain and operate a "common" system designed to meet military needs for tactical flying as well as air navigation needs of civil aviation. Since approximately 45 percent of the use of the Federal Airways System is by military aircraft, the Committee feels that the Defense Department must make an appropriate contribution to its cost in the future. Further, it urges the Defense Department to cooperate fully with civil aeronautics authorities in the planning and designing of all future air navigation equipment.

The 1958 budget also included \$30,662,000 for installation of air route surveillance radar which will become increasingly important in the control of high speed jet aircraft in the future. The Committee has included \$15,000,000 for this purpose in the bill for 1958. It believes that the program should proceed at a slower rate than proposed in the 1958 Budget to prevent possible duplication between the extensive radar network of the military establishment and that proposed by the CAA. Here again, it is essential that the military aviation authorities cooperate fully with the CAA to assure proper integration of civil and military installations. The taxpayers of the country cannot afford to finance two separate and partially duplicating systems of air navigation radar throughout the United States.

Grants-in-aid for airports (liquidation of contract authorization).—An appropriation of \$30,000,000 is proposed for 1958, a decrease of \$5,000,000 in the budget estimate. This will provide the same amount for contract liquidation as was authorized for fiscal year 1957. In view of statements by the Secretary of Commerce that annual authorizations for this program have been too high, some reduction in this estimate seems appropriate.

Maintenance and operation, Washington National Airport.—The Committee recommends an appropriation of \$1,566,000 for 1958, an increase of \$66,000 over 1957 and a decrease of \$234,000 in the budget

estimate. The entire increase is provided to meet the mandatory retirement fund contributions under this appropriation. It should be noted that income at this airport totaled \$2,860,000 in 1957 and is estimated to increase to \$3,145,000 in 1958.

Construction, Washington National Airport.—The sum of \$250,000 is recommended for this purpose for 1958 which is one-half of the budget estimate of \$500,000. The funds are required for the repair and improvement of facilities at the airport made necessary by the increased use being made of that installation. It is significant to note that passenger volume has increased by 53.6% since 1952.

Maintenance and operation of public airports, Territory of Alaska.—The bill includes \$700,000 for the maintenance and operation of the Anchorage and Fairbanks Airports during the coming fiscal year. This is an increase of \$82,000 over 1957 and a decrease of \$550,000 in the budget estimate. Mandatory retirement fund contributions require \$26,000 of the proposed increase. The balance is provided for increased costs of maintenance and operations resulting from expanding use of these facilities and maintenance and operating difficulties related to the climatic conditions in that area. The income from these airports is estimated at \$820,000 in 1957 and \$840,000 in 1958.

Air navigation development.—The 1957 appropriation of \$1,500,000 is recommended again for 1958, a decrease of \$500,000 in the budget estimate for 1958. The Committee believes that the amount recommended will permit adequate research and development work under this program during the coming year.

COAST AND GEODETIC SURVEY

Salaries and expenses.—A total of \$11,550,000 is recommended for the coming fiscal year, an increase of \$650,000 over 1957 and a decrease of \$550,000 in the budget estimates. The proposed increase includes the following sums: mandatory retirement fund contributions, \$450,000; mandatory retirement pay for commissioned officers, \$120,000; chart and bond paper \$80,000.

Among the more important products of this agency are the marine and aeronautical charts produced for sale to the general public and distribution to other Federal agencies. In recent years the increased demand for such charts, together with the rising cost of paper, has resulted in the gradual depletion of the bureau's supply of chart paper. An additional \$80,000 is provided to replenish this inventory during the coming year.

BUSINESS AND DEFENSE SERVICES ADMINISTRATION

Salaries and expenses.—For the coming fiscal year the Committee recommends an appropriation of \$3,515,000. This is a decrease of \$3,460,000 below funds available for 1957 and is a decrease of \$3,560,000 in the budget estimate. The reduction below 1957 results from two factors: (1) elimination of all funds for the industry divisions of this bureau; (2) the transfer of \$377,000 from this appropriation to the new Office of Area Development which has been created as a separate organization in the Department during the current fiscal year.

OFFICE OF AREA DEVELOPMENT

Salaries and expenses.—The full budget estimate of \$395,000 is recommended for this program for the coming fiscal year. During fiscal year 1957 this office was established as a separate organization in the Department to give increased stature to its activities. As outlined in the previous paragraph, the sum of \$377,000 was transferred to this heading during the current year. The amount provided for 1958 represents an increase of \$18,000, the amount required to meet mandatory retirement fund contributions.

BUREAU OF FOREIGN COMMERCE

Salaries and expenses.—The Committee recommends \$2,261,500 for the coming year, a decrease of \$138,500 below 1957 and a decrease of \$383,500 in the budget estimate. The Committee feels that further economies in the operations of this bureau can be effected with no loss in the effectiveness of its programs.

Export control.—The full budget estimate of \$3,060,000 is proposed for fiscal year 1958, an increase of \$60,000 over the current fiscal year. The entire increase is required to meet the mandatory retirement fund contributions during the coming year.

OFFICE OF BUSINESS ECONOMICS

Salaries and expenses.—The bill includes the sum of \$1,035,000 for the fiscal year 1958, an increase of \$75,000 over 1957 and a decrease of \$20,000 in the budget estimate. The increase includes \$55,000 to meet the mandatory retirement fund contributions and \$20,000 to enable the office to issue a new addition of the national income supplement, last published in 1954. The Committee feels that this document, which would incorporate new data available from the various 1954 censuses, is of sufficient value to the nation's economic planners to warrant the additional funds provided.

MARITIME ACTIVITIES

Ship construction.—The Committee recommends an appropriation of \$3,000,000 for fiscal year 1958. This is \$97,700,000 below 1957 and is a reduction of \$91,500,000 in the 1958 budget estimate. The amount approved includes \$1,250,000 for acquisition of replaced ships and \$1,750,000 for research and development.

The 1958 estimate for ship building included \$78,500,000 for the Federal cost involved in the replacement of four ships, including \$62,000,000 for the replacement of the SS America, \$6,500,000 for an ore carrier for the Central Gulf S. S. Company, and \$10,000,000 for the replacement of two cargo ships for the Moore-McCormick Lines. All new funds requested for this purpose have been deleted in view of the fact that \$92,000,000 of ship construction funds available from 1957 and prior years will permit the construction of 17 new vessels in 1958.

The Committee believes that the interests of economy can be served here with no damage to the shipbuilding industry of the country in view of the large program which can be carried on in 1958 with funds already available. It is emphasized that this action should not be

construed as a lack of support for the continuation of a sound long-range ship replacement program. This action, which has been taken entirely in the interests of economy during the coming fiscal year, will merely curtail the construction program until such time as the fiscal affairs of the Nation have improved.

Contractual liabilities on the part of the Government makes the replacement of the SS America imminent. However, some slight delay in accomplishing this should not prove to be injurious to the long-range ship construction aims of the Government. Although deleted from the budget by amendment, the combination cargo-passenger vessel contemplated for construction and use in West Coast passenger trade also must be considered in the near future if we are to maintain a proper status in passenger service in the Far Eastern area.

The funds approved for acquisition of replaced ships, when added to the \$20,000,000 now available for this purpose, will enable the Maritime Administration to acquire the 17 vessels scheduled for replacement in fiscal year 1958. The amount provided for research and development will enable the Maritime Administration to continue its research on cargo handling, model basin work, ship structures and designs, and component development. It will also enable the agency to undertake some research on nuclear propulsion.

Operating-differential subsidies.—The Committee recommends \$100,000,000 for the payment of obligations under this program during the coming fiscal year. This is \$24,000,000 below 1957 and is a decrease of \$20,000,000 in the budget estimate. In view of the free balance of \$16,500,000 at the end of the first six months of the current fiscal year, it is expected that \$20,000,000 of unused funds will be carried over into fiscal year 1958. When added to the appropriation recommended, this will provide the full amount estimated to be needed for payments during the fiscal year 1958.

Salaries and expenses.—The sum of \$15,425,000 is recommended for 1958, an increase of \$75,000 over 1957, and a decrease of \$425,000 in the budget estimate. The amount proposed includes \$7,045,000 for administrative expenses, \$1,530,000 for maintenance of shipyard and reserve training facilities and operation of warehouses, and \$6,850,000 for reserve fleet expenses.

The amount proposed for administrative expenses is an increase of \$478,265 over fiscal year 1957. This includes \$378,265 additional for mandatory retirement fund contributions and an extra day's pay. It also includes \$100,000 for a survey of wages of officers and crews aboard American-flag vessels, which study is directly related to future subsidy payments.

The funds approved for shipyards, reserve training facilities, warehouses, and reserve fleet expenses are less than amounts provided for the fiscal year 1957. Money for certain repair and maintenance projects required during 1957 will not be required again in the coming fiscal year.

Maritime training.—An appropriation of \$2,394,300 is recommended for 1958 for the operation of the Merchant Marine Academy at Kingspoint, New York. This is an increase of \$194,300 over the current fiscal year, and a decrease of \$190,700 in the budget estimate. The increase includes \$66,400 for mandatory retirement fund contributions, plus additional amounts for the maintenance and repair of

buildings and other facilities. Now that legislation has established this as a permanent Federal institution, the Committee feels that facilities which were allowed to deteriorate in recent years must be restored to a satisfactory operating level.

State marine schools.—The budget estimate of \$660,000 is recommended for the Federal contribution to the State marine schools during the coming fiscal year. This will permit continuance of this program at the same level as has been authorized for the past three years.

War Shipping Administration liquidation.—The bill includes language which will continue available not to exceed \$10 million of the War Shipping Administration Working Fund during the coming fiscal year. Under this provision, the balance of the fund, which is estimated to be around \$65,251,000 as of next June 30, is rescinded and will revert to the Treasury at that time. It is expected that \$10 million will be adequate to meet the liquidation expenses under this program in the future.

INLAND WATERWAYS CORPORATION

The bill authorizes the use of \$4,500 during fiscal year 1957 for liquidation activities of this corporation. Of the amount included, \$3,500 covers the cost of the annual audit by the General Accounting Office required by the Government Corporations Control Act.

PATENT OFFICE

Salaries and expenses.—The Committee recommends an appropriation of \$19,000,000 for the coming fiscal year, an increase of \$2,000,000 over 1957 and a decrease of \$200,000 in the budget estimate. The amount allowed includes \$835,000 to cover mandatory retirement fund contributions. It also provides \$165,000 for the printing of the increased volume of patents and trademarks being processed by the Patent Office under its 8-year program of backlog reduction. The balance of the additional money is provided to cover a full-year's salary in 1958 for additional examiners employed on a part-year basis during fiscal year 1957.

During the current fiscal year, it is expected that the examiner staff will be increased by several hundred positions. This will permit a backlog reduction of an estimated 10,000 applications which it is estimated will increase to 20,000 in fiscal year 1958. The Committee feels that the Patent Office should be encouraged to continue this effort and should be provided with additional funds for this purpose.

BUREAU OF PUBLIC ROADS

Federal-aid highways (trust fund).—The Federal-Aid Highway Act of 1956, approved by the President on June 29, 1956, greatly expanded the contract authorizations for this program and provided for future financing from a Highway Trust Fund in lieu of direct appropriations from the general funds of the Treasury.

The new Act provided additional authorizations of \$1,125,000,000 for the fiscal year 1957, which sums were apportioned to the States by the Secretary of Commerce on June 29, 1956. The Act also included

authorizations for the fiscal year 1958 in the amount of \$2,550,000,000, and those sums were apportioned to the States on August 1, 1956. The authorizations for the fiscal year 1959 totaling \$2,875,000,000 must be apportioned to the States not later than December 31, 1957. Accordingly, between the period June 29, 1956, and December 31, 1957, Federal-aid highway authorizations of \$6,550,000,000 must be made available to the States in addition to the \$875,000,000 previously authorized for fiscal year 1957.

The amount contained in the accompanying bill, \$1,690,000,000, will be used to pay off commitments made under the Highway Act contract authorizations for fiscal years 1956 and 1957. The balance of \$6,002,500,000, all of which will be allocated by next December 31, will require even larger liquidating appropriations during the next few fiscal years.

Forest highways (liquidation of contract authorization).—The sum of \$25,000,000 is included in the bill for the coming fiscal year, an increase of \$2,000,000 over funds available for 1957 and a decrease of \$3,000,000 in the 1958 budget estimate. The Secretary of Commerce has stated on several occasions that this is one of the programs that might be safely curtailed. Accordingly, the Committee has reduced the amount proposed in the budget for 1958.

As outlined above for the Federal-Aid Highway Program, the authority to enter into contracts under this appropriation is also contained in basic Federal-aid highway legislation. The 1957 authorization of \$22,500,000 was apportioned effective August 9, 1955. The 1958 authorization of \$30,000,000 was apportioned on August 1, 1956. The \$30,000,000 authorization for fiscal year 1959 must be apportioned not later than December 31, 1957. Accordingly, for the three fiscal years—1957 through 1959—a total of \$82,500,000 is authorized. Of this amount, \$6,250,000 was appropriated in 1957.

The bill for 1958 includes \$25,000,000, leaving a balance of \$51,250,000 to be appropriated during the next several years. The appropriation recommended for 1958 will be used to liquidate commitments made under legislative authorization for fiscal years 1957 and 1958.

Public lands highways (liquidation of contract authorization).—For payment of prior obligations incurred under this program the Committee is recommending \$1,500,000, an increase of \$500,000 over the amount appropriated for 1957 and a decrease of \$500,000 in the budget estimate. A supplemental estimate of \$1,000,000 for this program is contained in House Document Number 115 dated March 12, 1957. If this amount is approved the total appropriations for this purpose in fiscal year 1957 will be increased to \$2,000,000.

With the enactment of the 1956 Highway Act, a total of \$3,000,000 for fiscal year 1957 and \$2,000,000 for fiscal year 1958 became immediately available for allocation to specific projects. The \$3,000,000 for fiscal year 1957 was allocated to projects in July, 1956. It is expected that all of the 1958 authorizations will be allocated by July 1, 1957. Also, an additional \$2,000,000 is authorized for fiscal year 1959.

Thus, the 1956 Act provided contract authority of \$7,000,000 through fiscal year 1959. Of this amount \$375,000 was appropriated

in fiscal year 1957, a supplemental of \$1,000,000 for 1957 has been received, and \$1,500,000 is included in the 1958 bill. This leaves a balance of \$4,125,000 for future years. The amount approved for 1958 will be used to liquidate commitments made under authorizations for fiscal year 1957.

Inter-American Highway.—The budget estimate of \$12,000,000 is included in the accompanying bill for the Inter-American Highway. This amount represents the unappropriated balance of the amount authorized to be appropriated by the Act of July 1, 1955. In view of the trend of bid prices under contracts made to date, it is possible that an additional amount will have to be authorized in subsequent years to fully complete this project.

The cost of this project is running considerably higher than originally estimated, and is considerably more than would have been required had the program not been stepped-up from a six year to a three year basis. Despite this, the Committee feels that it must recommend the additional funds for 1958 to protect the Federal investment already made in this project. Perhaps this is fully justified, in view of the tangible link it will provide between the United States and Central America, and in view of the valuable contribution it will make to the economy of the Central American countries through which it runs.

NATIONAL BUREAU OF STANDARDS

Expenses.—The Committee proposes an appropriation of \$8,908,500 for the coming fiscal year, an increase of \$158,500 over 1957 and a decrease of \$2,591,500 in the budget estimates. The only increase provided in the sum recommended is to meet mandatory retirement fund contributions. Of the amount recommended, the sum of \$75,000 is provided to enable the bureau to continue its work on the measurement of tolerances as they relate to precision parts on bearings used in guided missiles and other devices.

Plant and equipment.—The sum of \$450,000 is recommended for fiscal year 1958, a continuation of the level of program authorized for the current fiscal year. This is a decrease of \$350,000 in the budget estimate for 1958. The amount provided includes funds for maintenance and improvement of facilities, the acquisition of railway scale test equipment, the installation of fire protection systems in field laboratories, and continued work on data processing devices.

Construction of facilities.—No funds are provided for fiscal year 1958 for the construction of new facilities for the National Bureau of Standards near Gaithersburg, Maryland. An appropriation of \$930,000 was provided for fiscal year 1957 to enable the Bureau to purchase the necessary land for this facility and to do some advanced design and engineering work. The land has been purchased and funds have been deposited to cover this expense.

The Committee was amazed to learn of the increase of over 35% in the cost of this program. At the time this proposal was first presented to the Committee last year, it was estimated that the total cost would be about \$63,500,000. Revised estimates presented to the Committee this year indicate the total cost to be \$85,810,000, an increase of \$22,310,000.

The Committee is shocked at the inadequacy of the original planning and estimating on this project. It is astounded to find that the Federal agency responsible for construction of Federal buildings could proceed on a proposal of this kind with such poor advance preparation. In view of this tremendous increase in cost, the Committee does not feel justified in recommending additional funds for the continuation of this project.

WEATHER BUREAU

Salaries and expenses.—The Committee has reduced the budget estimate of \$39,300,000 for the coming fiscal year to \$37,480,100. This provides an increase of \$2,080,100 above the 1957 appropriation and is a decrease of \$1,819,900 in the budget estimate. The increase recommended includes \$1,000,000 to permit the staffing of new weather observation facilities which have been authorized during the past two fiscal years and will be ready for operation in fiscal year 1958. The balance of the increase is to cover mandatory retirement fund contributions.

Establishment of meteorological facilities.—The sum of \$600,000 is provided for fiscal year 1958, a decrease of \$1,900,000 below 1957 and a decrease of \$600,000 in the budget estimate. In view of the \$10,000,000 provided for this purpose during the past two fiscal years, the Committee feels that the budget proposal can safely be cut by 50% in the interest of economy.

The amount approved includes \$300,000 for construction and relocation of weather observation facilities in Alaska and the Pacific and \$300,000 for additional installations of "end-of-runway" observation equipment.

TITLE II—THE PANAMA CANAL

CANAL ZONE GOVERNMENT

Operating expenses.—For the coming fiscal year the Committee recommends \$15,648,600 for operating expenses of the Canal Zone Government. This represents an increase of \$238,600 over 1957 and a decrease of \$899,400 in the budget estimates. The entire increase is provided to meet mandatory retirement fund contributions and local wage increases. All proposed increases for maintenance and operations of the Canal Zone Government have been disallowed.

Capital outlay.—The sum of \$1,000,000 is provided for the major construction programs of the Canal Zone Government in the coming fiscal year. While this amount appears as an increase in the tables accompanying this report, it is actually a decrease, since a slightly larger program was carried on during 1957 out of unobligated funds available from prior fiscal years.

The Committee was quite surprised to find funds included under this heading for a portion of the cost of the replacement of residences for the Governor and Lt. Governor of the Canal Zone. It is proposed

to replace the Lt. Governor's Quarters in fiscal year 1957 and to construct a new Governor's residence in fiscal year 1958. According to the justifications, replacement of the Governor's residence is estimated to cost \$195,000, of which \$25,000 is to be paid from this appropriation. It is the feeling of the Committee that further work on these residences should be held in abeyance until full details of the proposed construction have been reviewed by the appropriate committees of Congress. In view of the urgent need for economy, it is doubtful that such expensive residences should be constructed at this time.

PANAMA CANAL COMPANY

The Committee recommends the budget estimate of \$7,820,000 for administrative expenses of the company during the coming fiscal year. The large increase in this limitation for administrative expenses does not in fact represent an increase in administrative costs. The larger amount is required to cover all administrative costs, a portion of which have heretofore been considered as operating expenses and not chargeable to the administrative expense limitation. This action is based on a redefinition of items to be included under administrative expenses as recommended by the General Accounting Office.

As pointed out under the previous heading, the Committee has some question about the advisability of proceeding on the construction of new residences for the Governor and Lt. Governor of the Canal Zone. It is recommended therefore that no funds of the company be expended for these residences until an appropriate review of this proposal has been made by Congress.

TITLE III—INDEPENDENT AGENCIES

ADVISORY COMMITTEE ON WEATHER CONTROL

Salaries and expenses.—The entire budget estimate of \$310,000 has been eliminated from the bill for fiscal year 1958. The Committee feels that final reports should be rendered and the agency completely liquidated by June 30, 1957.

CIVIL AERONAUTICS BOARD

Salaries and expenses.—An appropriation of \$5,255,400 is recommended for the coming fiscal year, an increase of \$630,400 over 1957 and a decrease of \$469,600 in the budget estimate. The proposed increase includes \$273,600 to cover mandatory increases for retirement fund contributions, executive pay increases, and an extra day's pay in fiscal year 1958.

The balance of the increase, \$356,800, is provided to strengthen several activities of the Board. It covers an additional 48 positions, 15 of which are provided to enable the Board to become more current

in the processing of air route cases, 7 of which are required for commercial rate proceedings, and 25 of which are requested to strengthen the field audit program. One additional position is required in connection with the printing of 5 volumes of Board decisions rendered through March 1957.

The members of the Committee are of the opinion that fuller and more current consideration of route cases and rate proceedings, and more extensive field audits, will result in future reductions in payments to air carriers.

Payments to air carriers.—For payments to air carriers during fiscal year 1958, the sum of \$38,754,000 is recommended, a decrease of \$3,586,000 in the budget estimate. This compares with subsidy payments in fiscal year 1957 of \$39,443,640, financed from an appropriation of \$16,200,000 plus a carryover of unused prior year funds. On a comparative basis, therefore, the subsidy bill for 1958 is nearly \$700,000 less than for 1957.

Of the amount recommended in the bill, approximately \$30,000,000 is proposed to meet the subsidy requirements of the local service carriers. The balance is required for payments to helicopter operators, airlines in the Alaska and Hawaiian areas, and several airlines operating into Latin America. None of the large domestic trunk lines are scheduled to receive any subsidies during the coming fiscal year.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

An administrative expense authorization of \$400,000 is proposed for 1958, an increase of \$75,000 over the fiscal year 1957 and a decrease of \$10,000 in the budget estimate. During the latter few months of fiscal year 1958, the corporation proposes to mobilize the staff which will be needed for the operation and maintenance of the Seaway after July 1, 1958, the scheduled opening date.

The Committee was shocked to learn that the latest cost estimates for this project total \$133,000,000. At the time of the budget hearings a year ago, the Committee was informed that total costs would be approximately \$87,000,000. This latest estimate represents an increased cost of approximately 53% in one year. The administrator of the St. Lawrence Seaway Corporation was not able to fully explain this development. He attributed it to three factors: (1) increased contractors' costs, (2) additional items not included in original estimates, and (3) the assumption by the Corporation of certain costs originally to have been born by the power interests involved in the project.

All too often estimates on Federal projects of this type are found to be totally unreliable. It appears that this is true in connection with this program. This is a disappointing discovery which will make it much more difficult for the Congress to place reliance in the estimates of this agency in the future.

TARIFF COMMISSION

Salaries and expenses.—An appropriation of \$1,640,000 is included in the bill for 1958, an increase of \$90,000 over fiscal year 1957 and a decrease of \$60,000 in the budget estimate. The entire increase is provided to meet the mandatory retirement fund contributions of this agency.

**COMPARATIVE STATEMENT OF APPROPRIATIONS FOR 1957, AND ESTIMATES AND AMOUNTS RECOMMENDED
IN THE BILL FOR 1958**

TITLE I—DEPARTMENT OF COMMERCE

Item	Appropriations, 1957	Budget estimate, 1958	Recommended in bill for 1958	Bill compared with—	
				1957 appropriation	1958 estimate
GENERAL ADMINISTRATION					
Salaries and expenses-----	\$2, 450, 000	\$2, 835, 000	\$2, 695, 200	+\$245, 200	—\$139, 800
CENSUS BUREAU					
Salaries and expenses-----	7, 475, 000	8, 535, 000	7, 881, 800	+406, 800	—653, 200
1958 censuses of business, manufactures, and mineral industries-----	150, 000	1, 845, 000	1, 000, 000	+850, 000	—845, 000
18th decennial census-----	-----	4, 100, 000	3, 250, 000	+3, 250, 000	—850, 000
Census of governments-----	1, 750, 000	-----	-----	—1, 750, 000	-----
National housing inventory-----	1, 000, 000	-----	-----	—1, 000, 000	-----
Total, Census Bureau-----	10, 375, 000	14, 480, 000	12, 131, 800	+1, 756, 800	—2, 348, 200
CIVIL AERONAUTICS ADMINISTRATION					
Operation and regulation-----	136, 804, 000	195, 000, 000	177, 747, 800	+40, 943, 800	—17, 252, 200
Air navigation facilities, establishment of--	75, 000, 000	175, 000, 000	116, 561, 860	+41, 561, 860	—58, 438, 140
Grants-in-aid for airports (liquidation of contract authorization)-----	30, 000, 000	35, 000, 000	30, 000, 000	-----	—5, 000, 000

Washington National Airport:					
Maintenance and operation-----	1, 500, 000	1, 800, 000	1, 566, 000	+ 66, 000	- 234, 000
Construction-----		500, 000	250, 000	+ 250, 000	- 250, 000
Alaska airports, maintenance and operation-----	618, 000	1, 250, 000	700, 000	+ 82, 000	- 550, 000
Air navigation development-----	1, 500, 000	2, 000, 000	1, 500, 000	-----	- 500, 000
Land acquisition, additional Washington airport-----	3, 136			- 3, 136	-----
Total, Civil Aeronautics Administration-----	245, 425, 136	410, 550, 000	328, 325, 660	+ 82, 900, 524	- 82, 224, 340
COAST AND GEODETIC SURVEY					
Salaries and expenses-----	10, 900, 000	12, 100, 000	11, 550, 000	+ 650, 000	- 550, 000
Construction of surveying ship-----	3, 700, 000			- 3, 700, 000	-----
Total, Coast and Geodetic Survey-----	14, 600, 000	12, 100, 000	11, 550, 000	- 3, 050, 000	- 550, 000
BUSINESS AND DEFENSE SERVICES ADMINISTRATION					
Salaries and expenses-----	6, 975, 000	7, 075, 000	3, 515, 000	- 3, 460, 000	- 3, 560 000
OFFICE OF AREA DEVELOPMENT					
Salaries and expenses-----		395, 000	395, 000	+ 395, 000	-----
BUREAU OF FOREIGN COMMERCE					
Salaries and expenses-----	2, 400, 000	2, 645, 000	2, 261, 500	- 138, 500	- 383, 500
Export control-----	3, 000, 000	3, 060, 000	3, 060, 000	+ 60, 000	-----
Total, Bureau of Foreign Commerce-----	5, 400, 000	5, 705, 000	5, 321, 500	- 78, 500	- 383, 500

Comparative statement of appropriations for 1957, and estimates and amounts recommended in the bill for 1958—Continued

TITLE I—DEPARTMENT OF COMMERCE—Continued

Item	Appropriations, 1957	Budget estimate, 1958	Recommended in bill for 1958	Bill compared with—	
				1957 appropriation	1958 estimate
OFFICE OF BUSINESS ECONOMICS					
Salaries and expenses-----	\$960, 000	\$1, 055, 000	\$1, 035, 000	+\$75, 000	—\$20, 000
MARITIME ADMINISTRATION					
Ship construction-----	100, 700, 000	94, 500, 000	3, 000, 000	--97, 700, 000	--91, 500, 000
Operating differential subsidies-----	124, 000, 000	120, 000, 000	100, 000, 000	--24, 000, 000	--20, 000, 000
Salaries and expenses-----	15, 350, 000	15, 850, 000	15, 425, 000	+75, 000	--425, 000
Maritime training-----	2, 200, 000	2, 585, 000	2, 394, 300	+194, 300	--190, 700
State marine schools-----	660, 000	660, 000	660, 000	-----	-----
Total, Maritime activities-----	242, 910, 000	233, 595, 000	121, 479, 300	--121, 430, 700	--112, 115, 700
INLAND WATERWAYS CORPORATION					
Administrative expense limitation-----	(14, 000)	(4, 500)	(4, 500)	(--9, 500)	-----
PATENT OFFICE					
Salaries and expenses-----	17, 000, 000	19, 200, 000	19, 000, 000	+2, 000, 000	--200, 000

BUREAU OF PUBLIC ROADS				
Federal-aid highways (trust fund)-----	(800, 000, 000)	(1, 690, 000, 000)	(1, 690, 000, 000)	(+890, 000, 000)-----
Forest highways (liquidation of contract authorization)-----	23, 000, 000	28, 000, 000	25, 000, 000	+2, 000, 000
Public lands highways (liquidation of contract authorization)-----	1, 000, 000	2, 000, 000	1, 500, 000	+500, 000
Inter-American Highway-----	-----	12, 000, 000	12, 000, 000	+12, 000, 000
Reimbursement to highway fund, District of Columbia-----	200, 000	-----	-----	-200, 000
Woodrow Wilson Memorial Bridge (Jones Point Bridge)-----	14, 325, 000	-----	-----	-14, 325, 000
Total, Bureau of Public Roads-----	38, 525, 000	42, 000, 000	38, 500, 000	-25, 000
NATIONAL BUREAU OF STANDARDS				
Expenses-----	8, 750, 000	11, 500, 000	8, 908, 500	+158, 500
Plant and equipment-----	450, 000	800, 000	450, 000	-----
Construction of facilities-----	930, 000	2, 000, 000	-----	-930, 000
Total, National Bureau of Standards-----	10, 130, 000	14, 300, 000	9, 358, 500	-771, 500
WEATHER BUREAU				
Salaries and expenses-----	35, 400, 000	39, 300, 000	37, 480, 100	+2, 080, 100
Establishment of meteorological facilities-----	2, 500, 000	1, 200, 000	600, 000	-1, 900, 000
Total, Weather Bureau-----	37, 900, 000	40, 500, 000	38, 080, 100	+180, 100
Total, title I-----	632, 650, 136	803, 790, 000	591, 387, 060	-41, 263, 076
				-212, 402, 940

Comparative statement of appropriations for 1957, and estimates and amounts recommended in the bill for 1958—Continued

TITLE II—THE PANAMA CANAL

Item	Appropriations, 1957	Budget estimate, 1958	Recommended in bill for 1958	Bill compared with—	
				1957 appropriation	1958 estimate
Canal Zone Government:					
Operating expenses-----	\$15,410,000	\$16,548,000	\$15,648,600	+\$238,600	—\$899,400
Capital outlay-----	-----	1,100,000	1,000,000	+1,000,000	—100,000
Total, Canal Zone Government-----	15,410,000	17,648,000	16,648,600	+1,238,600	—999,400
Panama Canal Company: Administrative expense limitation-----	(3,679,000)	(7,820,000)	(7,820,000)	(+4,141,000)	-----
Total, title II-----	15,410,000	17,648,000	16,648,600	+1,238,600	—999,400

TITLE III—INDEPENDENT AGENCIES

Advisory Committee on Weather Control--	\$300,000	\$310,000	-----	—\$300,000	—\$310,000
Civil Aeronautics Board:					
Salaries and expenses-----	4,625,000	5,725,000	\$5,255,400	+630,400	—469,600
Payments to air carriers-----	16,200,000	42,340,000	38,754,000	+22,554,000	—3,586,000
Total, Civil Aeronautics Board-----	20,825,000	48,065,000	44,009,400	+23,184,400	—4,055,600
St. Lawrence Seaway Development Corporation: Administrative expense limitation-----	(325,000)	(410,000)	(400,000)	(+75,000)	(—10,000)

Small Business Administration:					
Salaries and expenses-----	1, 900, 000				-1, 900, 000
Revolving fund-----	50, 000, 000				-50, 000, 000
Total, Small Business Administration-----	51, 900, 000				-51, 900, 000
Tariff Commission-----	1, 550, 000	1, 700, 000	1, 640, 000	+ 90, 000	- 60, 000
Total, title III-----	74, 575, 000	50, 075, 000	45, 649, 400	-28, 925, 600	- 4, 425, 600
Grand total, titles I, II, and III-----	722, 635, 136	871, 513, 000	653, 685, 060	-68, 950, 076	-217, 827, 940

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Union Calendar No. 98

85TH CONGRESS
1ST SESSION

H. R. 6700

[Report No. 308]

IN THE HOUSE OF REPRESENTATIVES

APRIL 5, 1957

Mr. PRESTON, from the Committee on Appropriations, reported the following bill; which was committed to the Committee of the Whole House on the State of the Union and ordered to be printed

A BILL

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes.

- 1 *Be it enacted by the Senate and House of Representa-*
- 2 *tives of the United States of America in Congress assembled,*
- 3 That the following sums are appropriated, out of any money
- 4 in the Treasury not otherwise appropriated, for the Depart-
- 5 ment of Commerce and related agencies for the fiscal year
- 6 ending June 30, 1958, namely:

1 TITLE I—DEPARTMENT OF COMMERCE

2 GENERAL ADMINISTRATION

3 Salaries and expenses: For expenses necessary for the
4 general administration of the Department of Commerce,
5 \$2,695,200.

6 BUREAU OF THE CENSUS

7 Salaries and expenses: For expenses necessary for col-
8 lecting, compiling, and publishing current census statistics
9 provided for by law, including enumerators at rates to be
10 fixed without regard to the Classification Act of 1949, as
11 amended, \$7,881,800.

12 1958 censuses of business, manufactures, and mineral
13 industries: For expenses necessary for preparing for the
14 1958 censuses of business, manufactures, and mineral in-
15 dustries as authorized by law, including enumerators at rates
16 to be fixed without regard to the Classification Act of 1949,
17 as amended, and additional compensation of Federal em-
18 ployees temporarily detailed for field work under this appro-
19 priation, \$1,000,000: *Provided*, That the appropriation
20 granted under this head in the Department of Commerce
21 and Related Agencies Appropriation Act, 1957, shall be
22 merged with this appropriation.

23 Eighteenth decennial census: For expenses necessary for
24 preparing for, taking, compiling, and publishing the eight-
25 eenth decennial census, as authorized by law (13 U. S. C.

1 5-9, 11, 23-25, 141-145), including enumerators at rates
2 to be fixed without regard to the Classification Act of 1949,
3 as amended, and additional compensation of Federal em-
4 ployees temporarily detailed for field work under this ap-
5 propriation; \$3,250,000, to remain available until Decem-
6 ber 31, 1962.

7 CIVIL AERONAUTICS ADMINISTRATION

8 Operation and regulation: For necessary expenses of
9 the Civil Aeronautics Administration in carrying out the
10 provisions of the Civil Aeronautics Act of 1938, as amended
11 (49 U. S. C. 401), and other Acts incident to the enforce-
12 ment of safety regulations, maintenance and operation of
13 air-navigation and air-traffic control facilities, and disposal of
14 surplus airports and administering instruments of disposal;
15 planning, research, and administrative expenses for carrying
16 out the provisions of the Federal Airport Act of May 13,
17 1946, as amended, including furnishing advisory services to
18 States and other public and private agencies in connection
19 with the construction or improvement of airports and land-
20 ing areas; developmental work and service-testing as tends
21 to the creation of improved air-navigation facilities, includ-
22 ing landing areas, aircraft, aircraft engines, propellers, appli-
23 ances, personnel, and operation methods, and acquisition of
24 sites for such activities by lease, or grant; purchase of not to
25 exceed forty passenger motor vehicles for replacement only;

1 hire of aircraft (not exceeding \$600,000) ; operation and
2 maintenance of not to exceed ninety-two aircraft; fees and
3 mileage of expert and other witnesses; and purchase and
4 repair of skis and snowshoes; \$177,747,800: *Provided*, That
5 there may be credited to this appropriation, funds received
6 from States, counties, municipalities, and other public au-
7 thorities for expenses incurred in the maintenance and
8 operation of air-navigation facilities.

9 Establishment of air-navigation facilities: For an addi-
10 tional amount for the acquisition, establishment, and im-
11 provement by contract or purchase and hire of air-navigation
12 facilities, including the initial acquisition of necessary sites
13 by lease or grant; the construction and furnishing of quarters
14 and related accommodations for officers and employees of the
15 Civil Aeronautics Administration and the Weather Bureau
16 stationed at remote localities not on foreign soil where such
17 accommodations are not available; the initial flight
18 checking of air-navigation facilities and the transportation by
19 air to and from and within the Territories of the United
20 States of materials and equipment secured under this appro-
21 priation; \$116,561,860, to remain available until expended.

22 Grants-in-aid for airports (liquidation of contract au-
23 thorization): For liquidation of obligations incurred under
24 authority granted in the Act of August 3, 1955 (69 Stat.

1 441) , to enter into contracts, \$30,000,000, to remain avail-
2 able until expended.

3 Maintenance and operation, Washington National Air-
4 port: For expenses incident to the care, operation, mainte-
5 nance and protection of the Washington National Airport,
6 including purchase of one passenger motor vehicle for re-
7 placement only; purchase, cleaning, and repair of uniforms;
8 and arms and ammunition; \$1,566,000.

9 Construction, Washington National Airport: For an
10 additional amount for "Construction, Washington National
11 Airport," including construction, alterations, and repairs,
12 \$250,000, to remain available until expended.

13 Maintenance and operation of public airports, Territory
14 of Alaska: For expenses necessary for the maintenance,
15 improvement, and operation of public airports in the Terri-
16 tory of Alaska, as authorized by law (48 U. S. C. 485
17 c-h) ; including arms and ammunition; and purchase, repair,
18 and cleaning of uniforms; \$700,000.

19 Air navigation development: For expenses necessary for
20 planning and developing a national system of aids to air
21 navigation and air traffic control common to military and
22 civil air navigation, including research, experimental investi-
23 gations, purchase and development, by contract or otherwise,
24 of new types of air navigation aids (including plans, specifi-

1 cations, and drawings) ; hire of aircraft; acquisition of neces-
2 sary sites by lease or grant; payments in advance under
3 contracts for research or development work; and not to ex-
4 ceed \$192,000 for administrative expenses; \$1,500,000.

5 COAST AND GEODETIC SURVEY

6 Salaries and expenses: For expenses necessary to carry
7 out the provisions of the Act of August 6, 1947 (33 U. S. C.
8 883a-883i), including purchase of not to exceed three pas-
9 senger motor vehicles for replacement only; uniforms or
10 allowances therefor, as authorized by the Act of September
11 1, 1954 (68 Stat. 1114), as amended; lease of sites and the
12 erection of temporary buildings for tide, magnetic or seismo-
13 logical observations; hire of aircraft; operation, maintenance,
14 and repair of an airplane; extra compensation at not to ex-
15 ceed \$15 per month to each member of the crew of a vessel
16 when assigned duties as recorder or instrument observer,
17 and at not to exceed \$1 per day for each station to employees
18 of other Federal agencies while making oceanographic ob-
19 servations or tending seismographs; pay, allowances, gratui-
20 ties, transportation of dependents and household effects, and
21 payment of funeral expenses, as authorized by law, for not
22 to exceed 185 commissioned officers on the active list; pay-
23 ments under the Uniform Services Contingency Option Act
24 of 1953; and pay of commissioned officers retired in accord-
25 ance with law; \$11,550,000, of which \$566,000 shall be

1 available for retirement pay of commissioned officers: *Pro-*
2 *vided*, That during the current fiscal year, this appropriation
3 shall be reimbursed for press costs and costs of paper for
4 charts published by the Coast and Geodetic Survey and
5 furnished for the official use of the military departments
6 of the Department of Defense.

7 BUSINESS AND DEFENSE SERVICES ADMINISTRATION

8 Salaries and expenses: For necessary expenses of the
9 Business and Defense Services Administration, including
10 transportation and not to exceed \$15 per diem in lieu of
11 subsistence for persons serving without compensation while
12 away from their homes or regular places of business,
13 \$3,515,000.

14 OFFICE OF AREA DEVELOPMENT

15 Salaries and expenses: For necessary expenses of the
16 Office of Area Development, \$395,000.

17 BUREAU OF FOREIGN COMMERCE

18 Salaries and expenses: For necessary expenses of the
19 Bureau of Foreign Commerce, including the purchase of
20 commercial and trade reports, \$2,261,500.

21 Export control: For expenses necessary for carrying
22 out the provisions of the Export Control Act of 1949, as
23 amended, relating to export controls, including awards of
24 compensation to informers under said Act and as authorized
25 by the Act of August 13, 1953 (22 U. S. C. 401),

1 \$3,060,000, of which not to exceed \$1,006,000 may be
2 advanced to the Bureau of Customs, Treasury Department,
3 for enforcement of the export control program, and of which
4 not to exceed \$93,400 may be advanced to the appropria-
5 tion for "Salaries and expenses" under General administra-
6 tion.

7 OFFICE OF BUSINESS ECONOMICS

8 Salaries and expenses: For necessary expenses of the
9 Office of Business Economics, \$1,035,000.

10 MARITIME ACTIVITIES

11 Ship construction: For acquisition of used ships pur-
12 suant to section 510 of the Merchant Marine Act, 1936, as
13 amended (46 U. S. C. 1160), and for research, develop-
14 ment, and design expenses incident to new and advanced ship
15 design, machinery, and equipment; \$3,000,000, to remain
16 available until expended.

17 Operating-differential subsidies: For the payment of
18 obligations incurred for operating-differential subsidies
19 granted on or after January 1, 1947, as authorized by the
20 Merchant Marine Act, 1936, as amended, and in appro-
21 priations heretofore made to the United States Maritime
22 Commission, \$100,000,000, to remain available until ex-
23 pended: *Provided*, That hereafter, to the extent that the
24 operating-differential subsidy accrual (computed on the
25 basis of parity) is represented on the operator's books by

1 a contingent accounts receivable item against the United
2 States as a partial or complete offset to the recapture accrual,
3 the operator (1) shall be excused from making deposits
4 in the special reserve fund, and (2) as to the amount of
5 such earnings the deposit of which is so excused shall be en-
6 titled to the same tax treatment as though it had been de-
7 posited in said special reserve fund. To the extent that any
8 amount paid to the operator by the United States reduces
9 the balance in the operator's contingent receivable account
10 against the United States, such amount shall forthwith be
11 deposited in the special reserve fund of the operator: *Pro-*
12 *vided further,* That no contracts shall be executed during the
13 current fiscal year by the Federal Maritime Board which
14 will obligate the Government to pay operating differential
15 subsidy on more than two thousand one hundred voyages
16 in any one calendar year, including voyages covered by con-
17 tracts in effect at the beginning of the current fiscal year.

18 Salaries and expenses: For expenses necessary for
19 carrying into effect the Merchant Marine Act, 1936, and
20 other laws administered by the Federal Maritime Board and
21 the Maritime Administration, \$15,425,000, within limita-
22 tions as follows:

23 Administrative expenses, including not to exceed \$1,125
24 for entertainment of officials of other countries when spe-

1 cifically authorized by the Maritime Administrator, \$7,-
2 045,000;

3 Maintenance of shipyard and reserve training facilities
4 and operation of warehouses, \$1,530,000;

5 Reserve fleet expenses, \$6,850,000.

6 Maritime training: For training cadets as officers of
7 the merchant marine at the Merchant Marine Academy at
8 Kings Point, New York, including pay and allowances for
9 personnel of the United States Maritime Service as author-
10 ized by law (46 U. S. C. 1126, 63 Stat. 802, 64 Stat. 794,
11 66 Stat. 79, and 70 Stat. 25); and not to exceed
12 \$2,500 for contingencies for the Superintendent, United
13 States Merchant Marine Academy, to be expended in his
14 discretion; \$2,394,300, including uniform and textbook al-
15 lowances for cadet midshipmen, at an average yearly cost
16 of not to exceed \$200 per cadet: *Provided*, That except as
17 herein provided for uniform and textbook allowances this
18 appropriation shall not be used for compensation or allow-
19 ances for cadets.

20 State marine schools: To reimburse the State of Cali-
21 fornia, \$47,500; the State of Maine, \$47,500; the State
22 of Massachusetts, \$47,500; and the State of New York,
23 \$47,500; for expenses incurred in the maintenance and
24 support of marine schools in such States as provided in the
25 Act authorizing the establishment of marine schools, and

1 so forth, approved March 4, 1911, as amended (34 U. S. C.
2 1121-1123) ; \$149,800 for the maintenance and repair of
3 vessels loaned by the United States to the said States for
4 use in connection with such State marine schools; and
5 \$320,200 for allowances for uniforms, textbooks, and sub-
6 sistence of cadets at State marine schools, to be paid in
7 accordance with regulations established pursuant to law (46
8 U. S. C. 1126 (b)) ; \$660,000.

9 War Shipping Administration liquidation: Not to ex-
10 exceed \$10,000,000 of the unexpended balance of the
11 appropriation to the Secretary of the Treasury in the
12 Second Supplemental Appropriation Act, 1948, for liqui-
13 dation of obligations approved by the General Account-
14 ing Office as properly incurred against funds of the War
15 Shipping Administration prior to January 1, 1947, is
16 hereby continued available during the current fiscal year,
17 and shall be available for the payment of obligations
18 incurred against the working fund titled: "Working
19 fund, Commerce, War Shipping Administration functions,
20 December 31, 1946".

21 General provisions—Maritime activities: No additional
22 vessels shall be allocated under charter, nor shall any ves-
23 sel be continued under charter by reason of any extension
24 of chartering authority beyond June 30, 1949, unless the
25 charterer shall agree that the Maritime Administration shall

1 have no obligation upon redelivery to accept or pay for
2 consumable stores, bunkers and slop-chest items, except
3 with respect to such minimum amounts of bunkers as the
4 Maritime Administration considers advisable to be retained
5 on the vessel and that prior to such redelivery all consum-
6 able stores, slop-chest items, and bunkers over and above
7 such minimums shall be removed from the vessel by the
8 charterer at his own expense.

9 No money made available to the Department of Com-
10 merce for maritime activities, by this or any other Act shall
11 be used in payment for a vessel the title to which is ac-
12 quired by the Government either by requisition or pur-
13 chase, or the use of which is taken either by requisition or
14 agreement, or which is insured by the Government and lost
15 while so insured, unless the price or hire to be paid therefor
16 (except in cases where section 802 of the Merchant Marine
17 Act, 1936, as amended, is applicable) is computed in ac-
18 cordance with subsection 902 (a) of said Act, as that sub-
19 section is interpreted by the General Accounting Office.

20 Notwithstanding any other provision of this Act, the
21 Maritime Administration is authorized to furnish utilities and
22 services and make necessary repairs in connection with any
23 lease, contract, or occupancy involving Government property
24 under control of the Maritime Administration, and payments
25 received by the Maritime Administration for utilities, serv-

ices, and repairs so furnished or made shall be credited to the appropriation charged with the cost thereof: *Provided*, That rental payments under any such lease, contract, or occupancy on account of items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

No obligations shall be incurred during the current fiscal year from the construction fund established by the Merchant Marine Act, 1936, or otherwise, in excess of the appropriations and limitations contained in this Act, or in any prior appropriation Act, and all receipts which otherwise would be deposited to the credit of said fund shall be covered into the Treasury as miscellaneous receipts.

INLAND WATERWAYS CORPORATION

Inland Waterways Corporation (administered under the supervision and direction of the Secretary of Commerce): Not to exceed \$4,500 shall be available for administrative expenses to be determined in the manner set forth under the title "General expenses" in the Uniform System of Accounts for Carriers by Water of the Interstate Commerce Commission (effective January 1, 1947).

PATENT OFFICE

Salaries and expenses: For necessary expenses of the Patent Office, including services as authorized by section

1 15 of the Act of August 2, 1946 (5 U. S. C. 55a), at
2 rates for individuals not to exceed \$50 per diem (not to
3 exceed \$25,000); and defense of suits instituted against the
4 Commissioner of Patents; \$19,000,000.

5 BUREAU OF PUBLIC ROADS

6 General administrative expenses: Necessary expenses of
7 administration, including advertising (including advertising
8 in the city of Washington for work to be performed in areas
9 adjacent thereto), purchase of seventy-five passenger motor
10 vehicles for replacement only, and the maintenance and
11 repairs of experimental highways, shall be paid, in accord-
12 ance with law, from appropriations available to the Bureau
13 of Public Roads.

14 Of the total amount available from appropriations of
15 the Bureau of Public Roads for general administrative ex-
16 penses, pursuant to the provisions of section 21 of the Act
17 of November 9, 1921, as amended (23 U. S. C. 21),
18 \$100,000 shall be available for all necessary expenses to
19 enable the President to utilize the services of the Bureau
20 of Public Roads in fulfilling the obligations of the United
21 States under the Convention on the Pan-American High-
22 way Between the United States and Other American Re-
23 publics (51 Stat. 152), cooperation with several govern-
24 ments, members of the Pan American Union, in connection
25 with the survey and construction of the Inter-American

1 Highway, and for performing engineering service in Pan-
2 American countries for and upon the request of any agency
3 or governmental corporation of the United States.

4 Federal-aid highways (trust fund) : For carrying out
5 the provisions of the Federal-Aid Road Act of July 11,
6 1916, as amended and supplemented, which are attributable
7 to Federal-aid highways, to remain available until expended,
8 not more than \$1,690,000,000, to be derived from the High-
9 way Trust Fund; which sum is composed of \$264,500,000,
10 the balance of the amount authorized for the fiscal year
11 1956, and \$1,422,500,000, a part of the amount authorized
12 to be appropriated for the fiscal year 1957, and \$2,396.73,
13 \$17,700.07, \$816,392.20, and \$1,492,268, the latter sums
14 being for reimbursement of the sums expended for the repair
15 or reconstruction of highways and bridges which have been
16 damaged or destroyed by floods, hurricanes, or landslides, as
17 provided by section 4 of the Act approved June 8, 1938,
18 section 7 of the Act approved July 13, 1943, and section 9
19 of the Act approved September 7, 1950, as amended (23
20 U. S. C. 13a and 13b), and section 7 of the Act approved
21 June 25, 1952, and \$671,243 for reimbursement of the sums
22 expended for the design and construction of highway bridges
23 upon and across dams in accordance with the Act of July
24 29, 1946 (60 Stat. 709).

25 Forest highways (liquidation of contract authorization) :
26 For expenses, not otherwise provided for, necessary for

1 carrying out the provisions of section 23 of the Federal
2 Highway Act of November 9, 1921, as amended (23
3 U. S. C. 23, 23a), to remain available until expended,
4 \$25,000,000, which sum is composed of \$16,250,000, the
5 remainder of the amount authorized to be appropriated for
6 the fiscal year 1957, and \$8,750,000, a part of the amount
7 authorized to be appropriated for the fiscal year 1958:
8 *Provided*, That this appropriation shall be available for the
9 rental, purchase, construction, or alteration of buildings and
10 sites necessary for the storage and repair of equipment and
11 supplies used for road construction and maintenance, but the
12 total cost of any such item under this authorization shall not
13 exceed \$15,000.

14 Public lands highways (liquidation of contract authoriza-
15 tion) : For payment of obligations incurred pursuant to the
16 contract authorization granted by section 6 of the Federal-
17 Aid Highway Act of 1954 (68 Stat. 73) and section 106
18 of the Federal-Aid Highway Act of 1956 (70 Stat. 376),
19 to remain available until expended, \$1,500,000, a part of
20 the amount authorized for fiscal year 1957.

21 Inter-American Highway: For necessary expenses of
22 completing the survey and construction of the Inter-Ameri-
23 can Highway, in accordance with the provisions of the Act of
24 December 26, 1941 (55 Stat. 860), as amended, to remain
25 available until expended, \$12,000,000, which sum is the

1 remainder of the amount authorized to be appropriated by
2 the Act of July 1, 1955.

3 General provisions—Bureau of Public Roads: None of
4 the money appropriated for the work of the Bureau of
5 Public Roads during the current fiscal year shall be paid
6 to any State on account of any project on which convict
7 labor shall be employed, but this provision shall not apply
8 to labor performed by convicts on parole or probation.

9 During the current fiscal year authorized engineering
10 or other services in connection with the survey, construction,
11 and maintenance, or improvement of roads may be per-
12 formed for other Government agencies, cooperating foreign
13 countries, and State cooperating agencies, and reimbursement
14 for such services (which may include depreciation on engi-
15 neering and road-building equipment used) shall be credited
16 to the appropriation concerned.

17 During the current fiscal year appropriations for the
18 work of the Bureau of Public Roads shall be available for
19 expenses of warehouse maintenance and the procurement,
20 care, and handling of supplies, materials, and equipment for
21 distribution to projects under the supervision of the Bureau
22 of Public Roads, or for sale or distribution to other Govern-
23 ment activities, cooperating foreign countries, and State co-
24 operating agencies, and the cost of such supplies and mate-
25 rials or the value of such equipment (including the cost of

1 transportation and handling) may be reimbursed to current
2 applicable appropriations.

3 Appropriations to the Bureau of Public Roads may be
4 used in emergency for medical supplies and services and other
5 assistance necessary for the immediate relief of employees
6 engaged on hazardous work under that Bureau, and for
7 temporary services as authorized by section 15 of the Act
8 of August 2, 1946 (5 U. S. C. 55a), but at rates for indi-
9 viduals not in excess of \$50 per diem.

10 NATIONAL BUREAU OF STANDARDS

11 Expenses: For expenses necessary in performing the
12 functions authorized by the Act of March 3, 1901, as
13 amended (15 U. S. C. 271-278c), including general ad-
14 ministration; operation, maintenance, alteration, and pro-
15 tection of grounds and facilities; and improvement and con-
16 struction of temporary or special facilities as authorized
17 by section 2 of the Act of July 21, 1950 (15 U. S. C. 286);
18 \$8,908,500: *Provided*, That during the current fiscal year
19 the maximum base rate of compensation for employees
20 appointed pursuant to the Act of July 21, 1950 (15 U. S. C.
21 285), shall be equivalent to the entrance rate of GS-12.

22 Plant and equipment: For construction of a pilot elec-
23 tronic data-processing device to be used in the performance
24 of functions authorized by the Act of March 3, 1901, as
25 amended (15 U. S. C. 271-278c); repair of mechanical

1 facilities; design and acquisition of railway scale test
2 equipment; expenses incurred, as authorized by section
3 2 of the Act of July 21, 1950 (15 U. S. C. 286), in the
4 construction or improvement of buildings, grounds, and
5 other facilities, and, without regard to the cost limitation
6 contained in that Act; installation of fire protection systems
7 in field laboratories; and purchase of three passenger motor
8 vehicles for replacement only; \$450,000, to remain available
9 until expended.

10 WEATHER BUREAU

11 Salaries and expenses: For expenses necessary for the
12 Weather Bureau, including maintenance and operation of
13 aircraft; purchase of two passenger motor vehicles for re-
14 placement only; not to exceed \$25,000 for services as au-
15 thorized by section 15 of the Act of August 2, 1946 (5
16 U. S. C. 55a); and not to exceed \$10,000 for maintenance
17 of a printing office in the city of Washington, as authorized
18 by law; \$37,480,100: *Provided*, That during the current
19 fiscal year, the maximum amount authorized under section
20 3 (a) of the Act of June 2, 1948 (15 U. S. C. 327), for
21 extra compensation to employees of other Government agen-
22 cies for taking and transmitting meteorological observations,
23 shall be \$5 per day; and the maximum base rate of pay
24 authorized under section 3 (b) of said Act, for employees
25 conducting meteorological investigations in the Arctic region,

1 shall be \$6,500 per annum, except that not more than five
2 of such employees at any one time may receive a base rate of
3 \$9,000 per annum, and such employees may be appointed
4 without regard to the Classification Act of 1949, as amended.

5 Establishment of meteorological facilities: For an addi-
6 tional amount for the acquisition, establishment, and reloca-
7 tion of meteorological facilities and related equipment, in-
8 cluding the alteration and modernization of existing facilities;
9 \$600,000, to remain available until June 30, 1960: *Pro-*
10 *vided*, That the appropriations heretofore granted under
11 this head shall be merged with this appropriation.

12 GENERAL PROVISIONS—DEPARTMENT OF COMMERCE

13 SEC. 102. During the current fiscal year applicable ap-
14 propriations and funds available to the Department of Com-
15 merce shall be available for the activities specified in the
16 Act of October 26, 1949 (5 U. S. C. 596a), to the extent
17 and in the manner prescribed by said Act.

18 SEC. 103. Appropriations in this title available for sal-
19 aries and expenses shall be available for expenses of attend-
20 ance at meetings of organizations concerned with the activi-
21 ties for which the appropriations are made; hire of passenger
22 motor vehicles; services as authorized by section 15 of the
23 Act of August 2, 1946 (5 U. S. C. 55a), but, unless other-
24 wise specified, at rates for individuals not to exceed \$50
25 per diem; and uniforms, or allowances therefor, as author-

1 ized by the Act of September 1, 1954, as amended (5
2 U. S. C. 2131).

3 TITLE II—THE PANAMA CANAL

4 CANAL ZONE GOVERNMENT

5 Operating expenses: For operating expenses necessary
6 for the Canal Zone Government, including operation of the
7 Postal Service of the Canal Zone; hire of passenger motor
8 vehicles; uniforms or allowances therefor, as authorized by the
9 Act of September 1, 1954, as amended (5 U. S. C. 2131);
10 expenses incident to conducting hearings on the Isthmus;
11 expenses of attendance at meetings, when authorized by
12 the Governor of the Canal Zone, of organizations concerned
13 with activities pertaining to the Canal Zone Government;
14 expenses of special training of employees of the Canal Zone
15 Government as authorized by law (63 Stat. 602); contin-
16 gencies of the Governor; residence for the Governor; medical
17 aid and support of the insane and of lepers and aid and
18 support of indigent persons legally within the Canal Zone,
19 including expenses of their deportation when practicable;
20 and payments of not to exceed \$50 in any one case to
21 persons within the Government service who shall furnish
22 blood for transfusions; \$15,648,600.

23 Capital outlay: For acquisition of land and land under
24 water and acquisition, construction, and replacement of im-
25 provements, facilities, structures, and equipment, as author-

1 ized by law (2 C. Z. Code, secs. 3 and 16; 63 Stat. 600),
2 including the purchase of not to exceed eight passenger
3 motor vehicles for replacement only; and expenses incident
4 to the retirement of such assets; \$1,000,000, to remain avail-
5 able until expended.

6 PANAMA CANAL COMPANY

7 The following corporation is hereby authorized to make
8 such expenditures, within the limits of funds and borrowing
9 authority available to it and in accord with law, and to make
10 such contracts and commitments without regard to fiscal
11 year limitations as provided by section 104 of the Govern-
12 ment Corporation Control Act, as amended, as may be nec-
13 essary in carrying out the programs set forth in the Budget
14 for the fiscal year 1958 for such corporation, ex-
15 cept as hereinafter provided:

16 Not to exceed \$7,820,000 of the funds available to the
17 Panama Canal Company shall be available during the cur-
18 rent fiscal year for general and administrative expenses of
19 the Company, which shall be computed on an accrual basis.
20 Funds available to the Panama Canal Company for operating
21 expenses shall be available for the purchase of not to exceed
22 seventeen passenger motor vehicles for replacement only,
23 including one at not to exceed \$5,000, and for uniforms or
24 allowances therefor, as authorized by the Act of September
25 1, 1954, as amended (5 U. S. C. 2131).

GENERAL PROVISIONS—THE PANAMA CANAL

SEC. 202. No part of any appropriation contained in this Act shall be used directly or indirectly, except for temporary employment in case of emergency, for the payment of any civilian for services rendered by him on the Canal Zone while occupying a skilled, technical, clerical, administrative, executive, or supervisory position unless such person is a citizen of the United States of America or of the Republic of Panama: *Provided, however,* (1) That, notwithstanding the provision in the Act approved August 11, 1939 (53 Stat. 1409) limiting employment in the above-mentioned positions to citizens of the United States from and after the date of approval of said Act, citizens of Panama may be employed in such positions; (2) that at no time shall the number of Panamanian citizens employed in the above-mentioned positions exceed the number of citizens of the United States so employed, if United States citizens are available in continental United States or on the Canal Zone; (3) that nothing in this Act shall prohibit the continued employment of any person who shall have rendered fifteen or more years of faithful and honorable service on the Canal Zone; (4) that in the selection of personnel for skilled, technical, administrative, clerical, supervisory, or executive positions, the controlling factors in filling these positions shall be efficiency, experience, training, and education; (5) that

1 all citizens of Panama and the United States rendering
2 skilled, technical, clerical, administrative, executive, or super-
3 visory service on the Canal Zone under the terms of this
4 Act (a) shall normally be employed not more than forty
5 hours per week, (b) may receive as compensation equal
6 rates of pay based upon rates paid for similar employment
7 in continental United States plus 25 per centum; (6) this
8 entire section shall apply only to persons employed in skilled,
9 technical, clerical, administrative, executive, or supervisory
10 positions on the Canal Zone directly or indirectly by any
11 branch of the United States Government or by any corpora-
12 tion or company whose stock is owned wholly or in part
13 by the United States Government: *Provided further*, That
14 the President may suspend from time to time in whole or
15 in part compliance with this section if he should deem such
16 course to be in the public interest.

17 SEC. 203. The Governor of the Canal Zone is author-
18 ized to employ services as authorized by section 15 of the
19 Act of August 2, 1946 (5 U. S. C. 55a), in an amount not
20 exceeding \$15,000: *Provided*, That the rates for individuals
21 shall not exceed \$50 per diem.

22 SEC. 204. The Governor of the Canal Zone and the
23 President of the Panama Canal Company, in computing
24 allowances for the cost of travel on home leave for persons
25 who elect at their expense to take other than the lowest

1 first-class travel to the United States, shall take into account
2 as the cost to the United States the actual cost, as computed
3 by the General Accounting Office, of travel by United
4 States owned and operated vessels rather than a reduced
5 fare rate which is available for such employees when travel-
6 ing on their own account.

7 TITLE III—INDEPENDENT AGENCIES

8 CIVIL AERONAUTICS BOARD

9 Salaries and expenses: For necessary expenses of the
10 Civil Aeronautics Board, including contract stenographic
11 reporting services; employment of temporary guards on a
12 contract or fee basis; salaries and traveling expenses of
13 employees detailed to attend courses of training conducted
14 by the Government or industries serving aviation; hire,
15 operation, maintenance, and repair of aircraft; expenses of
16 attendance at meetings of organizations concerned with the
17 activities of this appropriation; hire of passenger motor
18 vehicles; services as authorized by section 15 of the Act of
19 August 2, 1946 (5 U. S. C. 55a), at rates for individuals
20 not to exceed \$50 per diem; \$5,255,400.

21 Payments to air carriers: For payments to air carriers
22 of so much of the compensation fixed and determined by
23 the Civil Aeronautics Board under section 406 of the Civil
24 Aeronautics Act of 1938, as amended (49 U. S. C. 486), as
25 is payable by the Civil Aeronautics Board pursuant to Re-

1 organization Plan No. 10 of 1953; \$38,754,000, to remain
2 available until expended.

3 SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

4 The Saint Lawrence Seaway Development Corporation
5 is hereby authorized to make such expenditures, within the
6 limits of funds and borrowing authority available to such
7 Corporation, and in accord with law, and to make such con-
8 tracts and commitments without regard to fiscal year limita-
9 tions as provided by section 104 of the Government Corpora-
10 tion Control Act, as amended, as may be necessary in
11 carrying out the programs set forth in the budget for the
12 fiscal year 1958 for such Corporation, except as hereinafter
13 provided:

14 Not to exceed \$400,000 shall be available for admin-
15 istrative expenses which shall be computed on an accrual
16 basis, including not to exceed \$1,000 for official entertain-
17 ment expenses, to be expended upon the approval or au-
18 thority of the Administrator: *Provided*, That said funds
19 shall be available for services as authorized by section 15
20 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates
21 for individuals not to exceed \$50 per day.

22 TARIFF COMMISSION

23 Salaries and expenses: For necessary expenses of the
24 Tariff Commission, including subscriptions to newspapers
25 (not to exceed \$200), not to exceed \$20,000 for expenses

1 of travel, and contract stenographic reporting services as
2 authorized by section 15 of the Act of August 2, 1946
3 (5 U. S. C. 55a), \$1,640,000: *Provided*, That no part of
4 this appropriation shall be used to pay the salary of any
5 member of the Tariff Commission who shall thereafter partic-
6 ipate in any proceedings under sections 336, 337, and 338
7 of the Tariff Act of 1930, wherein he or any member of his
8 family has any special, direct, and pecuniary interest, or in
9 which he has acted as attorney or special representative:
10 *Provided further*, That no part of the foregoing appropria-
11 tion shall be used for making any special study, investigation
12 or report at the request of any other agency of the executive
13 branch of the Government unless reimbursement is made
14 for the cost thereof: *Provided further*, That that part of the
15 foregoing appropriation which is for expenses of travel shall
16 be available, when specifically authorized by the Chairman of
17 the Tariff Commission, for expenses of attendance at meet-
18 ings of organizations concerned with the functions and
19 activities of the said Commission.

20 TITLE IV—GENERAL PROVISIONS

21 SEC. 401. No part of any appropriation contained in this
22 Act shall be used for publicity or propaganda purposes not
23 heretofore authorized by the Congress.

24 SEC. 402. No part of any appropriation contained in this
25 Act shall be used to pay any expenses incident to or in con-

1 nection with participation in the International Materials
 2 Conference.

3 This Act may be cited as the "Department of Com-
 4 merce and Related Agencies Appropriation Act, 1958".

Union Calendar No. 98

85TH CONGRESS
 1ST SESSION

H. R. 6700

[Report No. 308]

A BILL

Making appropriations for the Department of
 Commerce and related agencies for the fiscal
 year ending June 30, 1958, and for other
 purposes.

By Mr. PRESTON

APRIL 5, 1957

Committed to the Committee of the Whole House on
 the State of the Union and ordered to be printed

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued April 10, 1957
For actions of April 9, 1957
85th-1st, No. 62

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HIGHLIGHTS: Senate debated corn bill. Reps. Coad, Knutson, and McGovern urged passage of corn legislation, and criticized USDA position on corn and price supports. House passed Commerce appropriation bill.

HOUSE

1. APPROPRIATIONS. Passed with amendments H.R. 6700, the Commerce and related agencies appropriation bill for 1958 (pp. 4791-4816). Agreed to an amendment by Rep. Gross providing that no part of the funds may be used for payment of experts, consultants, or management engineering firms for the performance of organization and management services unless such services are specifically authorized by law (pp. 4809-10).

As passed, the bill provides \$25,000,000 for forest highways and \$3,250,000 for initial preparations for the 1960 decennial census of population, housing, and agriculture.

The Committee report on the bill (see Digest 60) contains the following statements: "The Secretary of Commerce has stated on several occasions that this is one of the programs /forest highways/ that might be safely curtailed. Accordingly, the Committee has reduced the amount proposed in the budget for 1958"... "The entire budget estimate of \$310,000 /for the Advisory Committee on Weather Control/ has been eliminated from the bill for fiscal year 1958. The Committee feels that final reports should be rendered and the agency completely liquidated by June 30, 1957."

2. FOREIGN TRADE. Passed with amendment H.R. 4136, to extend until June 30, 1963 the operating authority of the Export-Import Bank of Washington. pp. 4816-22
3. FLOOD CONTROL. The Public Works Committee reported without amendment H.R. 6092, granting the consent and approval of Congress to the Merrimack River flood-control compact (H. Rept. 334). p. 4828
4. LIVESTOCK. Both Houses received a Calif. Legislature memorial favoring the construction, operation, and maintenance of the international boundary fence between Mexico and the U.S. to prevent the entrance of diseased livestock. p. 4829
5. AREA REDEVELOPMENT. Received a Minn. Legislature memorial favoring the enactment of the area redevelopment bill (S. 964). p. 4829
6. HUMANE SLAUGHTER. Received a local Penna. citizens petition urging the passage of legislation to require compulsory humane slaughter of animals in slaughterhouses in the U.S. p. 4829

SENATE

7. CORN. Continued debate on S. 1771, to provide for a 1957 corn base acreage of 51 million acres, require participation in the acreage reserve program of conservation reserve of an acreage equal to 15% of the corn base acreage for those entering the program, raise the 1957 support level for corn outside the commercial area to 82½% of the commercial level, repeal the law requiring 70% supports for corn outside the commercial area if noncompliers were supported, and require a study and report on a feed grain program for 1958 from the Secretary not later than June 1, 1957. (pp. 4763-88).
Sen. Curtis discussed new uses for agricultural products developed through research and inserted a biographical sketch of the members of the Commission on Increased Industrial Use of Agricultural Products, a list of the task groups working with it, and a speech by Chairman Welsh (pp. 4763-9). Sen. Humphrey discussed provisions of the bill and its effects with other Senators, and inserted articles and letters on the bill (pp. 4769-83), (4784-8).
8. PUBLIC WORKS. Sen. Neuberger chided Sen. Goldwater for criticizing the budget while he supported the upper Colorado River project, and stated: "Economy speeches should be directed to budget cuts or economies in a Senator's own State or region." p. 4783
9. ELECTRIFICATION. Sen. Neuberger inserted an article, "Public Versus Private Power Battles Shaping Up for 1958." pp. 4783-4
10. EXPENDITURES. Sen. Byrd inserted the report of the Joint Committee on Reduction of Nonessential Federal Expenditures on Federal employment and pay for Feb. 1957. pp. 4746-9
11. LANDS. Both Houses received from the Interior Department a proposed bill "To facilitate the administration of public lands"; to the Interior and Insular Affairs Committees. pp. 4744, 4828
Sen. Humphrey inserted a letter from Minn. Conservation Commissioner Selke urging his support of H.R. 3121, permitting conveyance of lands to States for recreational purposes. p. 4745
12. PLANT RESEARCH. Sen. Humphrey inserted a Minn. Legislature resolution urging an enlarged program of rust control and plant research. p. 4745

House of Representatives

TUESDAY, APRIL 9, 1957

The House met at 12 o'clock noon.

The Chaplain, Rev. Bernard Braskamp, D. D., offered the following prayer:

O Thou infinite and eternal God, grant that during this day we may experience the strengthening presence and the sustaining power of Thy divine spirit.

God forbid that we should ever live in anguish and anxiety and fail to believe and see that Thy kind and gracious providence is always round about us.

We pray that our Speaker and the Congress may know how to legislate wisely and be inspired to find the best ways and means of promoting the health and happiness of our citizens and people everywhere.

Give us the intrepid courage and conviction of the pioneer and the patriot as we continue to pray and labor for the coming of the kingdom of righteousness and peace.

Hear us in the name of the Prince of Peace. Amen.

THE JOURNAL

The Journal of the proceedings of yesterday was read and approved.

MESSAGE FROM THE SENATE

A message from the Senate, by Mr. McBride, one of its clerks, announced that the Senate had passed, with an amendment in which the concurrence of the House is requested, a bill of the House of the following title:

H. R. 2367. An act to establish a deferred grazing program as part of the relief available to drought stricken areas under Public Law 875, 81st Congress, and for other purposes.

The message also announced that the Senate had passed a bill of the following title, in which the concurrence of the House is requested:

S. 1747. An act to provide for the compulsory inspection by the United States Department of Agriculture of poultry and poultry products.

PERMISSION TO SIT DURING SESSION OF HOUSE

Mr. McCORMACK. Mr. Speaker, I ask unanimous consent that the House Committee on Small Business may be granted permission to sit during general debate in the House for the balance of the week.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

NEW YORK CITY HOUSING AUTHORITY SHOULD BE INVESTIGATED

(Mr. FINO asked and was given permission to extend his remarks at this point in the RECORD.)

Mr. FINO. Mr. Speaker, a week ago I brought to the attention of the Members of this House a disgraceful condition that exists in the New York City Housing Authority. I cited a series of newspaper articles as proof that increased crime, inadequate police protection, and widespread violence has been permitted to continue in these city projects without correction.

In my statement on the floor of this House I charged that from the juggling and maneuvering that is going on in New York City, it is apparent that city hall is attempting to whitewash this scandalous situation.

In asking for a congressional investigation I pointed out to this House that I had forwarded all of these articles to the House Committee on Banking and Currency with a request that its Subcommittee on Housing start an immediate full-scale investigation of the housing authority. I urged this inquiry because it is now obvious that the city administration is desperately trying to conceal and minimize this glaring evidence of wrongdoing.

Mr. Speaker, I am this day bringing this matter to the attention of the House Committee on Un-American Activities because these newspaper articles also uncovered shocking evidence that Communists still are a factor in high position in the city housing authority. While this matter is of compelling importance and should have had exclusive attention, we have seen that city hall has moved very, very slowly in its 2-year-old security investigation of the housing authority. In all of this time there have been only 3 firings and 4 resignations with 15 cases still under study.

This is hardly what can be termed an accelerated program.

If there is evidence of Communist infiltration and influence as revealed by these newspaper articles, then they must be smoked out immediately without further pussyfooting.

The American taxpayers who pay the taxes that subsidize these housing projects are entitled to a complete and thorough probe and correction of this shameful, disgusting, and scandalous condition.

In my letter to the chairman of the House Un-American Activities Committee I urge this immediate investigation.

CORRECTION OF RECORD

Mr. DIGGS. Mr. Speaker, on March 6, 1957, under unanimous consent, I inserted in the Appendix of the RECORD, on pages A1812 and A1813, a statement and article concerning the aftereffects upon the faculty of University of Alabama of undemocratic actions in connection with the efforts of Miss Autherine Lucy to study there. The article was entitled

"How Miss Lucy Upset Alabama University." In several places in the statement I gave credit for publication of the article to Life magazine. I wish to correct that error. It was published by Ebony magazine. Much of the material in the article was furnished by a former associate professor at the University of Alabama and other information was personally gathered from teachers, students, and former university faculty members by the associate editor of Ebony magazine.

Mr. Speaker, I ask unanimous consent that the RECORD be corrected, accordingly.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

CALL OF THE HOUSE

Mr. GROSS. Mr. Speaker, I make a point of order that a quorum is not present.

The SPEAKER. Evidently a quorum is not present.

Mr. McCORMACK. Mr. Speaker, I move a call of the House.

The Clerk called the roll, and the following Members failed to answer to their names:

[Roll No. 55]

Anderson,	Doyle	Moulder
Mont.	Eberharter	Powell
Aspinall	Engle	Prouty
Barden	Frazier	Reece, Tenn.
Bentley	Grant	Rogers, Colo.
Betts	Gregory	Scrivner
Bowler	Holtzman	Shelley
Brown, Mo.	Kean	Smith, Calif.
Celler	Kearney	Teague, Tex.
Chenoweth	Keating	Walter
Coffin	Latham	Wilson, Calif.
Cretella	McConnell	Young
Dawson, Ill.	McIntosh	
Dies	Magnuson	

The SPEAKER. On this rollcall 386 Members have answered to their names, a quorum.

By unanimous consent, further proceedings under the call were dispensed with.

DEPARTMENT OF COMMERCE AND RELATED AGENCIES APPROPRIATION BILL, 1958

Mr. PRESTON. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H. R. 6700) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes; and pending that motion, Mr. Speaker, I ask unanimous consent that general debate on the bill be limited to 2 hours, one-half to be controlled by the gentleman from Ohio [Mr. CLEVENGER], and the other half by myself.

The SPEAKER. Is there objection to the request of the gentleman from Georgia?

There was no objection.

The SPEAKER. The question is on the motion.

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill H. R. 6700, with Mr. HAYS of Arkansas in the chair.

The Clerk read the title of the bill.

By unanimous consent, the first reading of the bill was dispensed with.

The CHAIRMAN. Under the consent agreement the gentleman from Georgia [Mr. PRESTON] will be recognized for 1 hour and the gentleman from Ohio [Mr. CLEVENGER] for 1 hour.

The gentleman from Georgia is recognized.

Mr. PRESTON. Mr. Chairman, I yield myself 15 minutes.

Mr. Chairman, the subcommittee making appropriations for the Department of Commerce and related agencies has brought a bill to the House today which I think is in keeping with the temperament of the Congress and the people of the country. When I say "temperament" I mean the desire to reduce Government expenditures to a more reasonable level.

Throughout the consideration of this bill in our subcommittee there was evident on the part of every member of the subcommittee an effort to diligently study the justifications and the requests and find every place where this bill could be sensibly reduced without doing violence to legitimate and proper programs of the Government.

As chairman of the subcommittee I want to thank my colleagues for the splendid cooperation which they have given me throughout the hearings.

To the ranking minority member of the committee, the gentleman from Ohio [Mr. CLEVENGER], I owe a debt of gratitude for his wholehearted cooperation and assistance at all times.

All of us appreciate the splendid professional assistance given the committee by our staff member, Mr. Ross Pope.

For the benefit of the membership, let me say that we have presented a very factual report, one from which Members can see at a glance just what we have done. For those of you who have a copy of the report before you I invite your attention to the top of page 3. At this point we have explained or itemized all of the personnel increases in this bill over the fiscal year 1957.

Just below that we show all of the personnel reductions in this bill below the current 1957 level. It will be my purpose during the next few minutes to comment on these two categories. All of the other items in the bill are kept at the same level as in 1957, with the exception of mandatory retirement contributions and pay for an extra day which comes during the next fiscal year. Those are mandatory things which we cannot do anything about. We have to make the contributions, as you know. Under the changed system, each department of the Government requests funds

with which to match contributions made by the Government employees. Instead of dealing with it on a lump-sum basis, as we have in the past, we are appropriating it agency by agency beginning in fiscal year 1958. So when you note the table at the back of the report, the majority of the plus signs will be only for retirement contribution in addition to the extra day's pay.

Let us take the first item where we have the majority of increases in this bill. That is for the Civil Aeronautics Administration. There are about 3,500 employees involved in this increase. I know that is a shocking number to some people, especially to those who have not had the privilege of having heard the testimony and having investigated the operation of the CAA.

The yardstick I may say that we have applied to these requests was—is it necessary? Based on many years of experience in dealing with this great problem and in keeping this civilian agency abreast of the rapid transition and fast growing aviation industry, we have concluded that 3,500 employees are necessary and essential during the next fiscal year for the CAA to perform its functions. Of course, the real purpose for its function is to provide air safety for all concerned. We can tell you exactly why these 3,500 people are needed.

Two thousand one hundred and twelve of them will go to staff new facilities we have already purchased, facilities that are being installed and will have to be manned during the fiscal year 1958. I would like to mention a few of those. There are 20 traffic control towers and we can give the names and locations of the towers if anyone desires. There will be 103 very high frequency omnidirectional radio ranges that will have to be manned in 1958. There are 3 instrument landing systems; there will be 17 approach lighting conversions, conversions to the more modern type that enables a pilot to land his aircraft safely at night under adverse conditions, if necessary, eliminating the antiquated system we have been using during past years. There are 2 airport radars to be manned, 7 precision approach radars to be manned, 9 long-range radars to be manned. All of these involve a total of 2,112 new positions.

There will be 321 positions required to man the new navigational aid known as VORTAC. VORTAC is the latest invention designed to make aviation reach its pinnacle in safety. It is a device that has been experimented with through research and trial and error by the Defense Department as well as the CAA and other segments of aviation. It is the device that has been agreed upon by all segments of aviation, civil and Government. It should be installed and it will serve both military and civilian aviation.

There are 732 positions due to increases in workload. I would like to point out that the workload has increased since 1956 in the traffic control towers by 53 percent, in the control towers by 24 percent and in the communications stations, or weather stations as they are sometimes called, by 41 percent. Then we have 363 employees

involved in the maintenance and flight inspection, making a total of 3,533 employees.

Now, out of this number they must absorb enough people to have at least 100 people working in safety regulations for jet aircraft. We are on the verge now of having jet commercial transportation in the United States. We all know of the plane that recently flew from the west coast, a Boeing jet aircraft, that will soon be placed in commercial service. There are many, many regulations that will have to be created due to the use of this aircraft. Because of its speed, because of the altitude at which it shall fly, because of conditions on the airfield itself where it will be landed, loaded, and unloaded, such new regulations are essential. So, this agency is having to make safety regulations for this new advent in this air age. In addition, there are 50 positions related to airport planning.

So, briefly, that is our problem with CAA. I might say this in passing, during this calendar year the CAA will assume control of the entire air space above 15,000 feet. It has long been the goal and the ambition of CAA to do that. Beginning in the next few days they will have control of aircraft regardless of the height at which they are flying, above 15,000 feet, and control of the aircraft as they come down from, let us say, 30,000 feet through the bottom 15,000 as they are approaching the airfield to make a landing. Now, it is essential to do that, because the upper air is fast becoming filled with jet military planes, and now the new commercial jet planes, moving at terrific speeds; speeds so great that, if two of them approach one another from opposite directions, before any visual glance or action can be taken, the aircraft will have collided. So, it is absolutely essential to control these aircraft at all times.

A great deal of this will be done by air route surveillance radar, radar that will keep the plane in sight when it takes off until it reaches its destination. These radars will be situated along the Federal airways and where one plays out another will pick up. This will be in operation at all times. Such things as happened in the Grand Canyon cannot happen in the future, because on that occasion they were not flying over regular airways but through uncontrolled air space, not knowing where the other aircraft was at the time of the crash.

So, great strides are being made with aviation. The Congress has never been able to keep abreast of them. The need must be met, and there is usually a lag of a year or two before the Congress can provide the necessary funds to meet the need. We will never be able to create a real Eutopian situation as far as aviation is concerned, but certainly we owe it to the traveling public to provide the best facilities to make our air travel as safe as possible.

Now, we have said in our report and insisted in our hearings that the time has come when commercial aviation must pay a user charge for the Federal airways. The cost is terrific. It is getting to be so, more and more every

year, and we think that commercial users and private fliers should be made to compensate for some of this terrific expense that the taxpayers are having to bear. We also feel that military aviation, which uses the airways 45 percent of the time, should make a transfer of funds from the military appropriation to CAA to help defray the expense of maintaining the Federal airways. We have taken some action in this direction in this bill by disallowing one-third of the funds for VORTAC, in order to try to have the military transfer that amount to CAA in order to install their VORTAC devices which the military will be using 45 percent of the time usually.

Without spending too much time on CAA, I will hastily run through some of these other increases before my time expires. There are 637 positions provided for the Bureau of Public Roads. I think everybody understands what we are engaged in there. There has been a tremendous increase in the road program, under the Highway Bill of 1956. It is impossible to run that program on the same level that we have in the past and still meet the commitments that the Bureau of Public Roads has made to the States under this interstate highway system, and so forth.

There are 120 positions provided for the Weather Bureau. There, again, we are providing people to man facilities for long-range hurricane and tornado warnings, radar, and other devices that have been established to give the public as much warning as possible in the event of impending hurricanes and tornadoes. So it is necessary to provide these people to man the new equipment already paid for and installed.

We have approved an increase of 48 employees for the CAB over the present 1957 level. I should like to say that there are over 700 cases pending today, route cases before the Civil Aeronautics Board. The reason they are pending is that this regulatory agency has had the lowest appropriation of any regulatory agency in the Government. It has been kept down through the years. It has had a very, very modest growth. Consequently, we have this very large backlog of cases concerning routes through certain areas for airlines and feeder lines and so forth, awaiting hearings. They have reached a stalemate in the Board. So we have provided 15 positions for this purpose to conduct hearings on these route cases and to eliminate that backlog that we can no longer endure.

We have provided 25 employees for the purpose of strengthening the field audit system. I am sure Members read recently about the effort of the CAB to make an extensive audit into the affairs of Pan American Airlines. Statements were made to the effect that large sums will probably be recaptured from subsidies previously paid them. It is to enable the CAB to cope with the fine accountants and the brilliant lawyers that these large airlines can employ that we have provided additional employees in that field. We think those positions are justified and will pay dividends to the Government in the long run.

We have also provided seven additional employees for CAB for the purpose of

making a commercial rate study. There has not been any study of commercial rates charged by airlines in years. The time has come when we should all know what the airlines are doing dollarwise. We think they are making money. There is not a major trunkline that is on subsidy today. So we think we should have a rate study to determine whether we cannot have some reduction in airline rates. That is one of the prime functions of this Board, but they have not been able to do it with the small staff that we have provided in the past.

We have also provided one position to compile the decisions and publish an edition of decisions that will serve to inform the public of the precedents in the CAB.

The other item relates to the St. Lawrence Seaway. One hundred and forty-five positions are approved. Those positions will not be filled until the latter part of the fiscal year 1958 when the St. Lawrence Seaway will begin its operations. Employees will be needed to operate the St. Lawrence seaway when it opens in 1958. These positions are for that purpose. They have been operating at a very low level in administrative funds in this agency.

I have mentioned the increases. We have reduced the number of positions by 412 in various agencies of the Department of Commerce.

In the Business and Defense Services Administration we have eliminated 352; in Bureau of Foreign Commerce, 42; for Office of Strategic Information, 6; for Advisory Committee on Weather Control, 12.

Two of those agencies were eliminated by committee action. They will no longer exist if this reduction stands up.

Mr. Chairman, in brief, that is the story. Due to the limited time for debate, I feel I should not deny other members of the committee time to present their views and to discuss this bill. I trust, if there are any further questions on the bill, they will be asked when we are under the 5-minute rule. I shall be glad to answer any questions I can at that time.

Mr. CLEVENGER. Mr. Chairman, I yield myself such time as I may require.

Mr. Chairman, I have just one word to say in regard to the experience in the preparation of this bill. It has been one of the pleasantest services of my 19 years in the House. This bill has been put together without any partisan politics. The chairman, the gentleman from Georgia [Mr. PRESTON], has worked with this committee in the same manner as he has just explained this bill. It has been a clean-cut operation.

These cuts have been scientifically arrived at. The gentleman from Georgia is a man of great patience. He listens as long as anybody has anything to say. He has made a record in paragraph after paragraph covering the situation thoroughly. In my book, that is the ideal way to make a report to the Congress, to make one that can be intelligently followed.

While the provision for the Civil Aeronautics Administration adds employees,

the bill denies 3,461 positions where it was demonstrated they could be delayed or done without.

This committee has always had the safety factor in its mind as it considered civil aeronautics bills each year. I do not want to be scary, but I do think we have to get ourselves set for possibly very grievous accidents when these great jet liners come into our airports. We have no other choice but to build these longer runways and weather installations demanded by the increased traffic. We have also provided many of the control towers mentioned by the gentleman from Georgia, and they will be put into operation as fast as they can be delivered and personnel trained in their use.

Further, you will find from reading the hearings that we have tried to stimulate the Weather Bureau to train these people in the use of the new instruments so that we do not have a large increase in personnel without making use of the personnel presently in that service. They have promised to do that. Perhaps the same thing will apply in the case of some of the other Civil Aeronautics bureaus, but it is certainly going to take highly trained personnel to handle some of this material and use it wisely.

I am rather proud of having been on this committee some 10 or 11 years. Never once was there ever a desire to do anything that would affect safety. But just appropriating X numbers of dollars does not prove you are going to get safety. It takes the kind of careful study that the gentleman from Georgia [Mr. PRESTON] and the other members of this subcommittee have given these requests to determine that we are really on the road to safety. I am not an easy chap to convince by just telling me bedtime stories, but I am really proud of this job. It is a good job right straight through.

There are some other sections of this bill to which the gentleman from Georgia had no time to refer. One of them is the Patent Office. Many of you know that it has been a 4-year-and-6-month job to get a patent. One great trouble we have is that the young fellows who take training in the Patent Office take private employment just about as soon as they are valuable to the Patent Office. But we are making progress and we have this backlog at least to the point where it is diminishing. We are cutting the timelag. We are giving them an extra \$2 million this year. We think it will make it a little more attractive for clever, young men to join up with the Patent Office.

Referring to the Bureau of Public Roads, while this committee has nothing particularly to do with individual roads or projects, we appropriate money in the last instance for the payment of State highway departments who actually place the contracts for all of this new road work. Naturally, with a program the size of the one we have, that accounts for part of these new employees who went on. We have not denied anyone any men for work that they have to do. We are trying to make them retrain the help. You know, and I know, that a

great many times a job will be provided for, the work may be completed and pass away, but the employee seems to go on forever. We have been trying to dig out these sleepers when their job is finished and take them off the backs of the taxpayers.

Referring to the Weather Bureau, as I said, we gave them some new employees for the end of runway installations that are put on the major airfields. We have tried to direct the spending of this money first to the point where the traffic is the heaviest. On a lightly populated airfield, you can make landings under conditions that would be impossible in a crowded one. One of the Members told me that he flew for over 2 hours over this airport yesterday waiting for a chance to come down. With the instrumentation, the installations, the radar and other facilities, I think we can eliminate most of that.

The Advisory Committee on Weather Control was the idea of someone in the other body. It has been allowed to live 3 years longer, really, than it had any license to live, in my opinion. It tried to liquidate it when I was chairman of this committee 3 years ago, and to wind it up with the making of a report. We hope you will sustain the committee's action.

As to the Civil Aeronautics Board, he explained that in detail, and very ably so, and told about the additional help given there. It may be a surprise to some of you to find that the figures for the completion of the St. Lawrence Waterway are 50 percent higher than they were last year. We are getting close to the time of completion, but like everything else that goes on, they never seem to estimate the figures high enough.

There is another thing here, the new building for testing laboratories for the Bureau of Standards. They were allowed enough money to buy land for a new site outside of the city. Presently, it is not an ideal location for the work that they do. But, a figure of \$60 million was given to us last year, and it has resolved itself now into \$85 million this year without any indication that that is a fast figure. So we have slowed them up. They still have the land, but we let them do a little solid figuring on how much this thing is going to cost and how much of it is necessary to ask the taxpayers to pay.

I believe, Mr. Chairman, I have covered most of the things that are in the bill.

Mr. MASON. Mr. Chairman, will the gentleman yield?

Mr. CLEVENGER. I yield.

Mr. MASON. With reference to the \$60 million that the gentleman referred to; is that for a new building?

Mr. CLEVENGER. That includes moving the installation. It was about \$40 million for the building and \$20 million for moving the installation and the scientific machines. Now the figure is \$85 million. We thought it was quite a large amount, and with the inflated budget that we have, we have pushed them back a year.

Mr. PELLY. Mr. Chairman, will the gentleman yield?

Mr. CLEVENGER. I yield.

Mr. PELLY. I notice on page 5 of the bill an item of \$700,000 for maintenance and operation of the public airports in the Territory of Alaska. My question is, whether if Alaska were a State we would still be paying the \$700,000.

Mr. CLEVENGER. I might say that the user charges practically make these airports self-sustaining. That money goes into the Treasury. I agree with the gentleman that we have to devise some way whereby this great and growing industry pays for its facilities and not always expect them to be furnished by the Government.

Mr. Chairman, I reserve the balance of my time.

Mr. PRESTON. Mr. Chairman, I yield 30 minutes to the gentleman from Missouri [Mr. CANNON].

Mr. CANNON. Mr. Chairman, I shall appreciate it if I can be allowed to proceed without interruption until I have finished my statement; then I shall be glad to yield to anybody and everybody for any question they may ask.

Mr. Chairman, in January of last year the Postmaster General—

Mr. MASON. Mr. Chairman, the bill before us has nothing to do with the Postmaster General. I do not want my mind diverted from the provisions of the present bill by any discussion of something outside of the regular bill. I therefore make the point of order that the gentleman from Missouri will be out of order if he speaks about the Postmaster General and his battle with the Postmaster General.

Mr. CANNON. If the Chair will permit, and this is not to be taken out of my time I hope, the gentleman is correct when we proceed to the discussion of the bill, admittedly; but there is no such rule in general debate. In general debate one may discuss any pertinent subject, and this is certainly a pertinent subject.

Mr. MASON. Mr. Chairman, I still feel that according to the rules of the House general debate on the bill must be germane to the bill and in it a Member may not discuss extraneous matter. The gentleman now having the floor must know that, because he prepared those rules.

The CHAIRMAN. The Chair is prepared to rule on the point of order. The Chair is not aware of any rule that requires discussion during general debate to be restricted to the bill. It is only where a special rule limits debate to the subject of the bill that the speaker is restricted to the provisions of the bill.

Mr. MASON. Then we are considering this bill without a rule from the Rules Committee which would limit debate to the bill; is that it?

The CHAIRMAN. That is correct, the Chair will advise the gentleman; consequently, there is no limitation in general debate on an appropriation bill.

Mr. CANNON. Mr. Chairman, in January of last year the Postmaster General came before a subcommittee of the House and asked for an appropriation for the Post Office Department for the year of \$3 billion. In that connection he asked for an appropriation for operations of \$2,118,880,000.

The committee was unduly generous. Instead of giving him the \$2,118,000,000 for operations, it gave him \$2,113,440,000 together with transfer authority which resulted in a total of \$2,124,000,000; it gave him approximately \$6 million more than he asked; and instead of the \$3 billion it gave him, with the \$17 million which is now being considered, almost \$2 million more than he asked in the whole Department.

So if there is anything lacking in the amount appropriated, if any need of the Department has not been adequately met, it is due to the Department and the Budget Bureau, not to the Congress; because the Congress gave him more than he asked.

As all students of government are aware, we have for many years had difficulty in holding down appropriations for the departments. It was not so nerve wracking perhaps in those days when we did not have a tremendous public debt and when we had no great difficulty in balancing the budget. But now with growing foreign burdens and with added domestic commitments, it is of the utmost importance that we hold the departments down to a reasonable amount for current operations.

The custom of the departments for many years was to come up to the Capitol and get an appropriation, given them with the understanding that it was to last them for the full year. Thereupon they went about spending it in 6, 8, 9, or 10 months with little regard for congressional instructions and when it had been disbursed largely according to their own ideas, back they came for more. It was a familiar refrain: "We have used up our money and will have to have a deficiency appropriation to keep the Government running." So it seemed there was nothing to do but to give them a deficiency appropriation. Sometimes we gave them 2 or 3 in a year.

The result, of course, was that Congress had practically no control of department budgets or expenditures and every year they were larger and more unmanageable.

So in 1950 we revised the old deficiency law to meet this situation. The gentleman from New York [Mr. TABER] collaborated and had much to do with it. And it was in effect, and meticulously enforced, during the entire period of his distinguished service as chairman of the Committee on Appropriations. I am certain the gentleman from New York [Mr. TABER] who sits before me here will agree that the antideficiency law is one of the fundamental factors in our budgetary system and that it ought to be maintained inviolate.

From 1950 on to the present time the departments, including the Post Office Department, have strictly observed the law, until this year. This year for the first time the Post Office Department takes the bit in its teeth, utterly ignores the antideficiency law and proceeds to spend the money as it did in the old days without regard to congressional limitation of time or amounts.

Their defection was open and notorious. Starting immediately, at the open-

ing of the fiscal year, in July 1956 they appealed to the Bureau of the Budget for more money. The committee had no official notice of it. Their idea seemed to be that notwithstanding Congress had given them more than they asked, they had found ways of spending still more and they demanded that the Bureau of the Budget give them a deficiency estimate—almost before they had begun to spend what they had.

The Bureau of the Budget very properly told them that a deficiency estimate would be in contravention of the anti-deficiency law and declined to be a party to further estimates or appropriations for the year.

Then last January again they came before the Bureau of the Budget again and said: "We want more money. We can spend a lot more money than we have and we want a deficiency estimate for more." Again the Bureau of the Budget said, "No. You were given \$2,984,340,000 for the fiscal year and under the law you must live within that amount."

That is the law. That is the letter and spirit of the anti-deficiency law. And it has saved already vast sums of money. And in the next 10 years, if we are permitted to retain it the law will save billions more.

They cannot say they were not on notice. They have known from the first they had to administer the department for the fiscal year for this amount of money, and they did not protest, and they made no representation of any kind either to the committee or the Congress. Statements have been made that they gave some kind of notice last January. But there is no record supporting any such contention. The first intimation we had here at the Capitol was March 11, when they at last bludgeoned the Budget Bureau into giving them a deficiency estimate in violation of law and on March 26, almost within sight of the beginning of the last quarter, they came before the committee asking for \$47 million in addition to the more than \$3 billion already given them.

In the meantime they had continuously shifted their apportionment, taking money from the fourth quarter and spending it in the second and taking funds from the fourth quarter and spending them in the third quarter and of course, when they get to the fourth quarter they are short.

So the Postmaster General comes up here and with imperial arrogance "breathing out threatening and slaughter," holds a gun to the head of the American Congress and announces that "unless he gets \$47 million more money he will not deliver the mail for the last 2 weeks of the fiscal year."

I have never known of a previous instance in which a Government employee came up to the Capitol and issued an ultimatum to the House and Senate.

The panic that followed on the Republican side beggars any preview of an atomic bomb falling on Pennsylvania Avenue. The United States Congress, the greatest legislative body in the world, that stood up to Hitler, that stood up to Mussolini, that stood up to Stalin, stam-

ped like a regiment dissolving at Waterloo—before a Postmaster General.

That is where I said it was a bluff. He would never stop the mails. And sure enough it was a bluff. They climbed down. Deputy Postmaster General Stans, the second man in the Department, said, "There is an alternative."

"The alternative" was discontinuing Saturday and Sunday deliveries, not more than 2 deliveries a day, a maximum of 8½ hours' window service and discontinuing money-order service.

The Wall Street Journal made a survey of 20 industries to see what the reaction would be to this program and reported that in a preponderance of opinion there was no particular protest. Business firms and representatives generally expressed the opinion that it would work no hardship, that many industries closed on Saturday and Sunday anyway. All the departments in Washington and over the country close down on Saturday and Sunday and two deliveries per day were enough anyway.

For example it is impossible to send a telegram on Saturday and Sunday. The Post Office Department offers to deliver special delivery letters during the entire week but the telegraph service has long refused to receive or deliver messages on either Saturday or Sunday and many other hours during the week. And no one has made any protest to Congress. Postal workers privately expressed the opinion that closing on Saturday and Sunday would be welcome. All union workers and numerous industries have a 5-day week, so why not let the postal worker have a 5-day week.

And even patrons who work on Saturday or Sunday would consolidate and adjust their business affairs to meet such a situation from now to the end of June. I have received hundreds of letters from businessmen saying they would be glad to observe economies when it meant reduced Government spending and lower taxes.

Mr. Chairman, nobody needs more than two deliveries a day. Two deliveries a day will not ruin the country. It is not going to destroy the Republic if they do not give us more than two deliveries a day, especially when it saves us a lot of tax money.

And the same applies to the discontinuance of the money-order business.

We have already been debating for some time the proposal to discontinue postal savings and money orders. You can walk into any bank and get the same service and get it cheaper. I can go to my bank, where I keep my overcharge here in the District of Columbia, and get a cashier's check or a New York draft that will serve the same purpose, for less money than I would pay for a postal money order.

So let the Postmaster General crack his whip. Our heads are neither bloody nor bowed.

What is the reason for all this built-up excitement? Why is everybody running hither and thither, over here on the Republican side?

Mr. Chairman, the Postmaster General is one of the most personable men I ever met. He is one of the finest fel-

lows in the world. But, Mr. Chairman, the answer to all this commotion is not appropriations. Some people in the country have the idea you can cure anything with money; more money, more appropriations, higher budgets, more expensive programs and costlier outlays—with other people's money. Give the Committee on Appropriations more money so they can hire more hangers-on.

Mr. Chairman, the solution of this problem is not more money. The solution of the problem is better administration—more efficient business in Government.

For example, when the Civil War broke out, President Lincoln was anxious to keep Maryland from joining the Confederacy. Every effort was made to keep Maryland in the Union and Lincoln would have succeeded if that pestiferous confederate had not written that song Maryland, My Maryland and printed it right in the center of the first page of the newspaper, and with that of course, Maryland went helter skelter with the South. But President Lincoln overlooked no opportunity to tighten the bonds of the Free State with Washington. So he established post offices every 2 miles all over Maryland. And do you know, Mr. Chairman, as incredible as it may seem, many of those post offices, 2 miles apart, are still in existence? There are 10 or 15 of them 2 miles apart within a radius of 5 miles of Sandy Springs, Md. Practically none of them pay their way. Expenses far outrun revenue. But this is a business administration. Again, over here in Arlington, Va., they have two deliveries on the same street every day. One delivery is on one side of the street and the other is on the other side of the street. One is by truck, mounted city delivery. On the other side of the same street the delivery is another man, on foot. They provide exactly the same service; but one is on one side of the street and the other is on the other side of the street. What we need over there and a good many other places, is a little business sense down the middle of the street.

You may ask, Where does this money go? They just scatter it out with a shovel. There is their pet project, decentralization. They looked across the Canadian boundary line and saw the regional system in use in Canada. Immediately they decided to decentralize the United States and installed a regional system over here. Canada had found it an expensive experiment without compensating advantages and discontinued it.

But we introduced the system and followed the Canadian counterpart so closely that we even established the same number of regions. We established 15 regional offices and 91 district offices. The increase in high-priced personnel is notorious. Each region has a regional director, a regional director of operations, a regional director of transportation, a regional director of finance, a regional director of facilities, and a regional director of personnel. Then each district has a district director and a satellite of officials. Experience has proven it to be one of the most expensive, most extrava-

agent, most conflicting systems that could be devised. Instead of expediting the business of the Department, it retards it. We need these regional offices like a wagon needs five wheels. But the feature in which we are interested here is that it costs vast sums of money with little on the other side of the ledger.

The Department is honeycombed with waste and extravagance. And no effort is made to weed them out. The Post Office Department is overstaffed, overmanned, and overgadged. In many offices there are so many employees they are falling over each other. That is where the money goes and that is where they want to sink \$30 million more—and they propose to sandbag Congress to get it.

Last year at a national meeting of the Chamber of Commerce here in Washington, a speaker made the assertion that if any modern business firm were put in charge of the Post Office Department they could handle the work more efficiently at half the cost. We do not need the money they are trying to stampede us into giving them. What we need is somebody down there who will utilize modern business methods instead of handling it like Abraham Lincoln handled it.

The subcommittee in charge of the Post Office appropriation bill is one of the most efficient subcommittees on both sides of the table. The chairman is one of the ablest and most experienced chairmen we have in the entire 50 men on the committee. It was disappointing that on this question the subcommittee divided on partisan lines. This is a business proposition and should have been handled on nonpartisan lines. But all the Republicans voted together and all the Democrats voted unanimously to deny the \$30 million. We gave them the \$17 million because it was not subject to the antideficiency law. The remaining \$30 million was in violation of both the spirit and the letter of the antideficiency law.

But really it might be said that the attitude of the subcommittee was unanimous because the other two members of the committee—the gentleman from New York [Mr. TABER] and the gentleman from New Jersey [Mr. CANFIELD] were of like mind when we had a Democratic Postmaster General.

I remember when our old friend, Jesse Donaldson, was Postmaster General. He came up here one day before he had spent the money and said, "I would like to spend some of the money in this way." You should have heard what these two distinguished gentlemen said to Jesse Donaldson. It is worth going back and reading. Let me read to you an excerpt or two. Mr. TABER had issued the report. Jesse Donaldson was Acting Postmaster General and he had merely come up here and suggested that he be allowed to spend money on certain programs. Here is what the gentleman from New York [Mr. TABER] said on January 24, 1947:

For many years the Post Office Department has been permitted to incur deficiencies in accordance with the needs of the service as they arose notwithstanding the provisions of the antideficiency act.

As I say, the gentleman from New York [Mr. TABER] helped to write the antideficiency act. He is a great lawyer—one of the best lawyers in the House of Representatives and that is a pretty strong statement because we have some good lawyers here. And as has been said, the gentleman from New York [Mr. TABER] helped to draft this law.

Let me continue.

This is what Mr. TABER said in his report:

This practice has been accepted by the Congress for some years, but it is the opinion of the present committee—

Of which I must remind you the gentleman from New York [Mr. TABER] was chairman—

that it does not obtain the measure of control of postal expenditures which the Congress should exercise.

Proceeding further, he said:

While this may be in accordance with the practice of the department for some years past, the committee feels in view of its expressions on the subject of the antideficiency act during this session of the Congress, the postal authorities have proceeded in an unwarranted manner.

Now, I repeat, they had not done as much as General Summerfield has done. General Summerfield went ahead and spent the money and then came up and said, "Stand and deliver." Mr. Donaldson simply said, "Gentlemen, I would like to spend the money." He came here before he spent it and they excoriated him vociferously.

My good friend, the gentleman from New Jersey [Mr. CANFIELD] was much interested I note in today's News—he received a high and richly merited encomium—to the effect that he had a better background than anybody in the country for the position that he held—that he was the last word and the supreme authority on Post Office matters, and I fully concur in their opinion. But, here is what the gentleman from New Jersey [Mr. CANFIELD] said when a Democratic Postmaster General was before him:

We have before us House Documents Nos. 323, 345, and 364 transmitting supplemental estimates of appropriations for the fiscal year 1948 in the amount of \$162,166,600—and so forth—for the Post Office Department.

Before we receive the statements of the post office officials, I want to say that presentation of these estimates prepared and submitted to the Congress a week before the regular supply bill for 1948 was finally enacted—is a shocking event.

In other words, he was just shocked at the idea of a man coming up here and saying, "Would it be all right with you if we spend this money?" But the gentleman strangely enough is not shocked at all when a man comes up here and says, "I have already spent the money." The gentleman has a wonderful shock-absorbing system. Mr. CANFIELD continues:

The First Assistant Postmaster General appeared before this subcommittee last May 14 and gave no indication that these supplemental estimates would be submitted. No testimony was given before the Senate committee that the Department would seek \$165 million even before the final action was taken on the regular 1948 supply bill.

The President declares in his request that the alleged—

The alleged—

that the alleged increase in the volume of postal business has been apparent to the Department since last fall, and it seems to me to be unfair and unnecessary to submit supplemental requests the week before the fiscal year begins.

Mr. CANFIELD says:

Now the Post Office wants \$165 million more. The hearings before the House subcommittee were thorough and the Department so admitted in testimony before the Senate subcommittee and in conversations with me; yet this supplemental request includes items which were considered and disallowed by the House, and the Post Office did not even ask the Senate to restore them.

That is exactly the case here; they did not ask us to give more. We gave more than they asked.

Mr. CANFIELD continues:

It is no defense for the Department to say that it must have this money or incur penalties under the antideficiency law.

Mr. CANFIELD emphasizes the antideficiency law and he says it was effective then.

And the gentleman from New York [Mr. TABER] says it was effective then. Mr. TABER said here in the debate last week that the law has been violated. He said there is no question about it.

Mr. CANFIELD further says:

The House report indicates that it expected savings from the Post Office Department.

That is what we expected this time, but we did not get it.

Mr. CANFIELD continued:

The regular 1948 bill provides enough funds for maintenance of current services and some extensions. When the Post Office Department has to come here and admit that it cannot operate on the amount of money granted it by the Congress, the investigation which the House already ordered is long overdue.

Following this the Bureau of the Budget informed the Post Office Department that it will not be permitted to make quarterly apportionments of appropriations based on the possibility that deficiency appropriations will be made during the fiscal year 1948.

In other words, they said: "That is your appropriation. You live within it." And be it said to the credit of Postmaster Donaldson he did that very thing.

The CHAIRMAN. The time of the gentleman from Missouri has expired.

Mr. PRESTON. Mr. Chairman, I yield 2 additional minutes to the gentleman from Missouri.

The CHAIRMAN. The gentleman from Missouri is recognized for 2 additional minutes.

Mr. CANNON. Let me say, Mr. Chairman, briefly, that the proposition here is deeper than any \$30 million, that the issue is vastly more important than the current administration of any department.

Never have there been so many protests from the taxpayers of the country as Members of Congress are receiving in every mail.

And that is the crux of the matter. A continual increase in expenses means a continual increase in taxes. When you increase the budget you must increase

taxes to pay for it. There is no way to get this money except to get it out of the pockets of the taxpayers.

Mr. Chairman, the folks back home know what is going on here. They want to know why we are not reducing expenditures in order to reduce taxes. It amounts to a revolution.

Here is a daily newspaper published at Mexico, Mo. The entire back page is taken with an advertisement signed by the most responsible men of the community. It reads:

APRIL 3, 1957.

Senator STUART SYMINGTON,
Senator THOMAS C. HENNING, Jr.,
Congressman CLARENCE CANNON,
Washington, D. C.

GENTLEMEN: You represent us in the Federal Government and we look to you to protect our interests in the matter of spending and taxation.

We are alarmed because of the trend toward constantly increasing Government expenditures.

The purchasing power of the dollar continues on its downward plunge which has already brought the highest cost of living on record.

Authorities tell us that much waste and duplication in Government operations can be eliminated. We ask that extreme efforts be made to encourage economy and efficiency in Government.

The Federal budget as proposed calls for too much spending and must be cut to reason. Unless this is done it will not only drain too much tax money from the people but it will also encourage the habit of undue dependence on the Federal Treasury.

We feel it our duty to petition you as our representatives in Congress to do your utmost to check excessive Government spending. At the same time we believe the people, also, should restrain themselves from exerting pressures that tend to force higher living costs. We believe the time has come when we should be more grateful to our chosen representatives for what they save us than for what they get for us.

Inflation must be curbed.

Respectfully,

The Mexico, Mo., Citizens Committee To Curb Inflation: J. B. Arthur, Judge George Adams, Arthur D. Bond, Bradford Brett, Ray B. Carroll, Alan Coatsworth, W. R. Courtney, Dr. Thomas L. Dwyer, Frank Edwards, Paul Ekern, Lowell Hagan, L. B. Hawthorne, James H. Higgs, Maurice Kemp, William S. Lowe, Elmer MaGee, Mize Morris, Herbert Morris, Edward P. O'Brien, Herbert B. Plunkett, George Stahl, Walter G. Staley, Hollis Stoitte, Col. C. R. Stribling.

Mr. CLEVENGER. Mr. Chairman, I yield 10 minutes to the gentleman from New York [Mr. TABER].

Mr. TABER. Mr. Chairman, to my mind, there is but one solution to this problem. There are certain items included in the actual spending activities of the Post Office Department which have been put in force. They relate to these items: Saturday delivery, closing post offices on Saturday, less delivery service to business areas, closing post offices earlier on weekdays, embargo of third-class mail, stopping the sale of post-office money orders on April 29.

Those things are estimated to reserve enough funds so that the Post Office Department could get by without a deficiency.

The job that the Congress has is to provide funds that are necessary to carry on the Post Office Department so that it can give proper and fair service to the people. I do not know how it strikes you, but over the last 3 or 4 years there have been enormous increases in the volume of mail. Between 1952 and 1956 the increase ran from 49,900,000,000 pieces to 56,400,000,000. In 1957 it is estimated there will be 57,800,000,000 handled; and in 1958, 59,700,000,000 pieces.

The whole picture in the Department this year is something like this: Much money has been spent in providing additional service to new users; 1,300,000 new homes have been served by the various services. This has necessitated new routes in a great many places, and I do not think that the Congress wants to leave the people without service.

Now, I do not believe that there are many items that have been restricted by the Postmaster General that the people would be willing to do without. Frankly, I do not want to see more money spent than is necessary. The balance that they have left as of the 7th day of April to run the rest of the year—and that is the fourth quarter—is \$443,884,900 in their operations fund, and that is the fund that is short. The third quarter required \$484,612,000, and, in order to bring the operation up so that it will take care of the situation, it shows a requirement of \$41 million.

Now, I do not believe that we ought to try to stop the Post Office Department from rendering this service. The Postmaster General is going to be obliged to put these cutbacks into effect on Saturday. Maybe you can say that the people do not want those services. Perhaps they do not. But, frankly, my own opinion is that they do. The cutting out of Saturday deliveries would make it so that a very large number of people would not be able to get Saturday delivery of their papers.

Mr. JENSEN. Mr. Chairman, will the gentleman yield?

Mr. TABER. I yield to the gentleman from Iowa.

Mr. JENSEN. Is it not a fact that the Post Office Department turned back into the United States Treasury in 1954 approximately \$50 million and in 1955 they turned back almost \$105 million?

Mr. TABER. \$105 million in 1954 and \$50 million in 1955.

Mr. JENSEN. And last year they asked for a deficiency of \$16 million and then \$150 million to pay for pay increases that the Congress authorized.

Mr. TABER. That is correct.

Mr. JENSEN. Also is it not a fact that there are less employees in the Post Office Department today than there were 3 years ago?

Mr. TABER. To this extent. In 1952 there were 523,757; in 1955 there were 511,613, and in 1956 it was cut again to 508,587.

Mr. JENSEN. In spite of the fact that during that time there have been 1,300,000 new patrons added to the postal service.

Mr. TABER. That is correct.

Mr. GARY. Mr. Chairman, will the gentleman yield?

Mr. TABER. I yield to the gentleman from Virginia.

Mr. GARY. Is it not also true that there has been a substantial increase in the number of employees in the upper brackets and that most of the reductions have been of the employees in the lower pay brackets?

Mr. TABER. Well, that is true to a certain extent. It is not necessarily true in the overall picture. But I think that it has resulted in the installation of new methods of handling mail in the larger centers. And I will say this to the gentleman from Virginia, that he has been very cooperative in the efforts that he has made, along with the gentleman from New Jersey [Mr. CANFIELD], in installing new and better methods of handling mail, especially in these larger centers. I believe that that has had a great deal to do with the elimination of some of the cost and the number of employees. There have been many places where mounted routes have been installed. There have been many places where economies of operation have taken place inside of the post offices. I am not going to attempt to say exactly what we ought to do, but there has been no violation on the part of the Postmaster General of the provisions for which a penalty is provided. I believe that the provisions that are punitive are contained in paragraphs H and I of section 665 of chapter 31 of the code. If there is any penalty, the people who caused the deficiency are the ones who should be penalized, if anybody, and not the patrons of the post office. Frankly, I think it is up to the committee to bring in a bill providing a proper amount to take care of the situation.

Mr. JOHANSEN. Mr. Chairman, will the gentleman yield?

Mr. TABER. I yield.

Mr. JOHANSEN. Is it not correct that the Appropriations Subcommittee was told on January 15 that an additional supplemental of \$53 million would be required?

Mr. TABER. I think that is correct.

Mr. JOHANSEN. And is it not true that the difference between the \$53 million and the \$47 million that the Department asked for was due to the dropping of the capital improvements provisions of the appropriation bill?

Mr. TABER. That is correct. The \$47 million was the original request for the operation setup.

Mr. JOHANSEN. And is it not true, also, may I ask the gentleman, that the Department has received some \$20 million additional in revenues from postage from users of the mails which money goes into the Treasury; and the only way the Department can get an offset of this amount covering the extra services is through a supplemental appropriation?

Mr. TABER. That, of course, is correct.

Mr. JOHANSEN. Mr. Chairman, as a member of the legislative committee for the Post Office Department, I am deeply

concerned over many aspects of the post office supplemental appropriation matter.

I am concerned over the seeming charge that the Appropriations Subcommittee was unaware of the need for supplemental appropriations for the Post Office Department until late in March, when the record of the subcommittee hearings on January 15 shows, on page 30, that the gentleman from Virginia [Mr. GARY] asked the Deputy Postmaster General, Mr. Stans, "How much of a supplemental will the Department need?" and Mr. Stans replied, "\$53 million."

I am concerned that in the heat of this controversy considerations of fairness to this House, to the Postmaster General, and to the general public—the users of the mails—may unwittingly and unjustifiably be sacrificed.

I am concerned that in a matter so vital to the public interest, and also vital to every Member of the House, there is an unnecessary and pointless delay in granting the House the opportunity to work its will on this supplemental appropriation bill, whatever that will may be.

This latter concern is all the greater because I know that the disposition of the great preponderance of the Members of this House on both sides of the aisle has been and is to deal fairly and factually with the operational problems and fiscal needs of the Post Office Department.

At the outset, let me say that on Saturday afternoon I received a cryptic telegram from a good friend of mine in my district reading simply as follows:

If Summerfield found it necessary to cut expenses, would he close his auto agency on Saturday?

I immediately replied to this friend, also by telegram:

I am sure Summerfield would if the only alternative was to spend more money than the law allows and risk going to jail.

I cite this exchange of telegrams in part because it underscores the dilemma the Postmaster General faces. I do so even more because it illustrates the public interest in and concern over this controversy, and because it is typical of the wide variety of questions and comments regarding the postal service being provoked by this controversy.

That questions and comments should be raised by the public is essentially desirable and healthy, but to have them raised in an atmosphere of controversy and conflict and in circumstances which seem to suggest a contest of power and pressure, may be hurtful to the public interest, to the postal service, and to both the executive and legislative branches of the Government.

Permit me to say at this point that I am from the same State as the Postmaster General. I am proud of that fact and I am proud of him. Having said that, let me further state that I have no obligations whatever to Arthur Summerfield other than those of fairness and the reasonable respect to which a member of the Cabinet of the President of the United States is entitled.

I have not hesitated to disagree with him in the past, and I will not in the future. I will not hesitate to differ with him on this issue, or on any of its par-

ticulars, if or insofar as I am shown that he is wrong.

I will go further. Because I have consistently sought to support economy measures ever since I have been a Member of this House, I have endeavored to maintain a healthy skepticism regarding any departmental request for increased appropriations. I think I demonstrated that fact when I voted, a few weeks ago, against restoration of \$29 million of the \$58 million reduction in the 1958 Post Office appropriation bill voted by the Appropriations Subcommittee. I believe that vote was right, in view of the difficulty of exactly anticipating requirements 16 to 18 months in advance of the end of the fiscal year.

I am not sure I would have cast that vote if I had then known the difficulties that could be involved in securing fair consideration by this House of a Post Office appropriation supplemental request.

As an advocate of economy, I think I have also a normal suspicion, based on some striking examples, that executive departments and agencies sometimes deliberately threaten or apply curtailments in service or reductions in allocations in order to stimulate public resentment and retaliation against the Congress.

Regardless of my respect for, and confidence in, the present Postmaster General, I have questioned in my own mind whether he or some of his associates might be resorting to precisely this tactic in this instance.

If I were to find evidence that this is being done I would oppose and resist it in this Department as vigorously as in any other.

I have found or heard no such evidence.

On the contrary, I have found that in 1954, the Post Office Department, under Postmaster General Summerfield, turned back to the Treasury of the United States \$105 million of unexpended funds.

I have found that in 1955 the Department turned back to the Treasury \$50 million of unexpended funds.

Even in the cynical atmosphere of Washington and the Washington bureaucracy, I cannot construe these actions as other than good-faith evidence of the Postmaster General's sincere and wholehearted commitment to the cause of economy and fiscal responsibility.

For this reason, I am all the more unwilling to remain silent when he and the Department are under attack for finding and reporting need of \$30 million in supplemental funds over the amount allowed by the Appropriations Committee—and this \$30 million, I might add, is less than 20 percent of the total funds he has previously returned unexpended to the Treasury.

My inclination to lend a sympathetic and understanding ear to the financial problems now facing the Department is further heightened by the realization that the volume of mail has increased from 49.9 billion pieces in 1952 to an anticipated 58.8 billion pieces in 1957, and that in the same period the number of employees of the Department has decreased some ten or fifteen thousand.

I further respectfully direct attention of the House to the fact, just confirmed by the gentleman from New York [Mr. TABER] in response to my question, that while the revenues from users of the mail have increased between \$15 and \$20 million in the current fiscal year, that added revenue goes directly to the Treasury and that the only way in which the Department can be financed for the additional services represented by these revenues is through a supplemental appropriation bill.

Just what miracles are we demanding of the Postmaster General and his Department?

Just what demands are we justified in imposing in order to demonstrate the unquestioned fact that in matters of policy and finance this Congress is—within the limitations of the Constitution and the laws we have enacted—in truth the master of the Post Office Department?

In the last Congress this House demonstrated its determination to be factual and fair in its dealings with the fiscal problems of the Post Office operations, both as they relate to the Post Office Department and to the American taxpayer. Last year the House voted an increase in postal rates. Unfortunately, the matter was not acted on in the other body.

Currently, and for the past several weeks, the Committee on Post Office and Civil Service, of which I have the honor to be a member, has again been holding hearings on the postal rate matter. I hope that favorable action will again be taken by the committee and by this House, and that this year it will result in the enactment of badly needed legislation to increase the share of postal costs borne by users of the mails.

I earnestly hope that this current controversy will not divert either congressional or public attention from this problem, and that this legislation will again enlist the support of Members of this House on both sides of the aisle. It would be lamentable, indeed, if an unreasonable attitude with respect to this present problem had the effect of further delaying this legislation.

As a member of the legislative committee, I am acutely aware of problems facing the Post Office Departments, both fiscal and operational. I am acutely aware, too, that many of these problems remain to be solved and that imperfections, some of a substantial nature, persist.

At the same time, I am aware that efforts of heroic proportions have been made, and are being made, by the Post Office Department under Postmaster General Summerfield, to grapple with these problems.

It is my earnest hope that neither partisan considerations, nor human imperfections on the part of members of the Post Office Department or of this body, nor public, nor congressional controversy on this present issue, will be permitted to divert public attention from the major task at hand and so further delay the improvements in the postal service which are both possible and urgently needed.

I have heard some public comment, and some comment on this floor, that some of the curtailments the Postmaster General has indicated will be necessary under a supplemental appropriation bill of only \$17 million may prove to be acceptable to the public and permanently desirable in the interests of sound economy.

It is entirely possible that this is the case. However, I would much prefer to see such curtailments tried on a deliberately experimental basis, by either legislative or executive decision as may be in order, and not under the sort of circumstances now existing.

Furthermore, I would point out that, according to the Post Office Department, the largest single economy that could be realized by these curtailments—the embargo on virtually all types of third-class mail—is hardly one which this House would want to adopt as a permanent feature of the postal service, especially since the third-class mail covers a great deal more than so-called junk mail. I think any correctives, so far as junk mail are concerned, whether by rate increases or through other legislation, should be brought about through regular legislative processes and through the legislative committee.

To sum up the matter, it is my hope that this House will speedily find the means to break the shackles upon its own power of legislative action so far as this supplemental appropriation is concerned.

It is my hope that the House will reclaim its right to work its will on this matter and it is my hope that this can be done as expeditiously as possible and with a maximum of regard for the legitimate and overriding public interest in the expanding postal service.

Mr. THOMSON of Wyoming. Mr. Chairman, we are taking time today to talk about the supplementary appropriations for the Post Office Department but as Members we are not permitted to take any action. It seems to me that this bill should come before the House without delay. A grave responsibility rests upon the Democrat committee leadership and the Democrat majority of this House of Representatives in regard to the immediate consideration of the Post Office Department supplementary appropriation bill. As a matter of fact it is the responsibility of all of us in this Congress. Unfortunately, for the moment, all those of us in the minority party, and for that matter, all that many Democrat Congressmen who I am sure would like to discharge their individual responsibility, can do is to talk about it, and I propose to do just that. This House is being denied the opportunity to vote upon this most important supplementary appropriation. In the meantime a conscientious and capable Postmaster General is being forced through operation of law by what I am sure is a definite minority of this body to take drastic steps to curtail postal service to 170 million Americans. Thereby the House is denied the opportunity to work its will as representatives of these 170 million Americans until it is too late.

The responsibility for the correction of this situation rests squarely with the Democrat majority on the Appropriations Committee and in this House, and as an individual Member of this House, I ask that that responsibility be discharged at once, so that I and other Members of the House be permitted a timely vote upon this proposition within the next 24 hours. I yield to no one when it comes to effecting real economy in this Government. The only real way to judge our support for economy is by our votes. I will put my record alongside anyone's. I believe I have voted all of the cuts considered to date. Some of those votes were difficult ones from a political standpoint. In each instance, though, they represented in my opinion an effort to stop an expanding bureaucracy, or a curtailment of services which should properly be performed at State or local level. This is an entirely different situation. The proposed cuts in the Post Office Department's supplementary request do not represent economy in Government. The Post Office Department differs from other departments in that it must grow as our population and economy grows. In that respect it is a quasi-business function and should be treated as such. As the customers increase, and as its volume goes up, any business must expand.

The post office affects every American business and every American citizen. Failure to give adequate service could have a very real impact upon the economic well being of this country. No one will deny that the postal service is a proper function of the Federal Government. Postmaster General Summerfield has done a masterful job of running this quasi-business service and I do not think anyone will deny that. Look at the record. By improvements, economies, and efficiencies, he has twice in his 4 years as Postmaster General returned to the Treasury unexpended funds totaling over \$155 million. This represents twice as much as he has asked for by supplemental requests in other years. This is a record of keeping faith with this Congress and with the people. Now, he asks that we consider a request for \$47 million supplementary funds to finish the current fiscal year. If we are to keep faith with him and with the people who we represent, we have an immediate obligation to give this timely consideration. That is all I am asking of the Democratic leadership on the Appropriations Committee and in this House. It is something on which I think every Member of the House has a right to expect the opportunity to express himself by his vote.

After checking into the facts I am convinced that the Postmaster General has done a good job, is continuing to do a good job, and is entitled to our support. Given the opportunity to express myself by my vote, I intend to support the Postmaster General by voting for his full \$47 million supplemental request. How does this request arise? I am advised that the same Postmaster General, Mr. Summerfield, who had returned to the Treasury of the United

States in previous years \$155 million by effecting economies, on the basis of his then efficient operation, submitted a tight budget. That budget was cut over his protest. That budget had been prepared on the basis of a 2.8 percent anticipated increase in the mail. As a matter of fact the actual increase so far this fiscal year has been at the rate of over 4 percent, representing an increase approaching a billion new pieces of mail per year. 1,300,000 new homes were constructed to which delivery must be made. The cost of reclassification voted by the past Congress exceeded by \$17 million the estimate. This Postmaster General, of proven competence, is requesting only \$47 million to cover all these items. This does not represent an expansion of the Federal Government, but rather an expansion of America and the American economy. It does not represent a total cost to the taxpayers for a substantial portion of it will be a mere bookkeeping entry in that the increased revenues which will cover the greater part of the \$47 million go to the Treasury, and not to the Post Office Department, and therefore are offset against this appropriation.

Now there are some real opportunities for economy votes as far as the taxpayers are concerned in connection with the Post Office Department. True such would require some political courage. Postmaster General Summerfield has demonstrated that courage, and I, as did the majority of this House in the last Congress, have backed him up. I refer of course to the proposed postal rate increases which the other body did not even consider in the last session, and which have not been taken up at all in this session. Here is an opportunity to really save the taxpayers about \$460 million if we are truly interested in Government economy. The subsidy in third-class or junk mail should be eliminated. The subsidy of over \$250 million to magazines alone, of which about \$6 million goes to one highly profitable magazine publication, should be eliminated from the taxpayers' expense. Here is our real opportunity for genuine economy without curtailing the service to the people of this country which I think they demand, and are willing to pay for, and have a right to expect. It is the people who determine the volume of the mail, not the Postmaster General and not this Congress. It is the responsibility of the Postmaster General to see that they are given the service on an efficient and economic basis. He has done just that. It is the responsibility of us in Congress to see that the necessary funds to provide that service on an efficient and economic basis are provided, either by appropriation or through rate changes. We must discharge that responsibility, and until we can do it by rates we must provide the funds by appropriation.

With the Democrat leadership on the Appropriations Committee refusing to bring this appropriation up for timely consideration, the Postmaster General, by reason of the antideficiency law with its criminal penalties, could take only one course of action, which he has taken.

This being the beginning of a new quarter, he has issued an order to sharply curtail postal service and employment. He has tried in every way that he can to keep his faith with us by setting up 1 week the effective date of this order. The order becomes effective at 12:01 April 13. These funds must be provided before that date. No rules and no whims of individuals should be allowed to prohibit this body from determining whether or not that order will be carried out. To permit such would be contrary to our representative system of Government and a disfranchising of the American people. I urge that the bill be immediately reported for consideration by the House. When this is done unless there is something of which I am not advised I expect to support the \$47 million appropriation. I think that doing this is an economy vote. Failure to do so would, in my opinion, do great damage to the real economies which I think can be effected. The American people I believe now support reducing the expenditures. If we cut this vital service, though, which they themselves demand and are willing to pay for, serious damage would be done to their support for real and justified economies in Government. Postmaster General Summerfield has done a good job, has a real record for economy, and is, I believe, entitled to my support and the support of this Congress.

Mr. CLEVENGER. Mr. Chairman, I yield 20 minutes to the gentleman from Ohio [Mr. Bow].

(Mr. BOW asked and was given permission to revise and extend his remarks.)

Mr. BOW. Mr. Chairman, I intend to speak on the Department of Commerce bill that is now pending before the committee.

In opening, Mr. Chairman, I join my colleague, the gentleman from Ohio [Mr. CLEVENGER] in paying my respects to the gentleman from Georgia [Mr. PRESTON], chairman of this subcommittee, for his kindness and consideration to the minority members of the committee in the consideration of this rather controversial and difficult bill. I should like to say, however, regarding the gentleman from Ohio [Mr. CLEVENGER] that it has been my pleasure to serve with him on this committee and several others in the past few years, and I would say to the committee that if the Members of the House of Representatives had followed Mr. CLEVENGER through the years that he has been a member of the Committee on Appropriations we would not have any debt of over \$270 billion and our country would be in a much better position as far as its finances and economy are concerned. The gentleman from Ohio [Mr. CLEVENGER] has always stood for a fair and decent expenditure of the funds of the taxpayers of the United States. Those who have sent him here over the years should be proud of the manner in which he has served on the Appropriations Committee. His statesmanship is a good example for all members to follow who may have the welfare of the American taxpayer at heart.

I should like to address myself to only 2 or 3 items in this bill concerning which I believe the Members have undoubtedly

received some mail and other inquiries. The first item I should like to discuss is that of the Civil Aeronautics Administration. That is an item that is one of the most difficult this committee has to face. It is an item of very large appropriations, and also one which affects practically every person in the United States, those that fly, and it is almost the exception now to find anyone who is a citizen of this country who does not fly. So there the question of safety on the air routes becomes very important.

Our committee is, as it stated in its report on this bill, "recommending a sizable increase over current year funds for this program—CAA—despite economy demands." The committee satisfied itself during extensive hearings on the budget request of this agency that substantial amounts of money are in fact required to bring our airways system up to date, to meet the present and future needs of military and commercial aviation.

There need never be any debate on the subject of American civil airpower as represented by the scheduled airlines of the United States.

Since the passage of the Civil Aeronautics Act in 1938, the United States scheduled airlines have expanded their usefulness to the public many, many times. Our airlines have multiplied their usefulness—flying bigger, better, faster, and more comfortable planes, and operating more frequent schedules and serving hundreds of more cities at home and abroad to provide the safest and most dependable air transportation system in the world.

Yet the airlines have more than held the fare line. Actually, the average fare has gone down since 1938. Of course, for the airlines to improve service and hold the fare line, they have had to pour practically every available dollar—from profits and other sources—back into new and better equipment and service.

As more and more aircraft—military, private and commercial—use up the available airspace, the present air traffic control system cannot always keep up with the demand, particularly in bad weather. Because safety is paramount, delayed or cancelled flights result. An improved CAA system for the skyways is being developed; it was begun last year. I know when I say that we will see even greater progress and development in this regard in the year ahead, it is going to cost a good deal more than has been spent in the past. However, it is our duty to see that we have an airways system that will meet and provide for the country's future needs, that will serve the public interest, commerce and national defense.

In the latter respect, we can neither afford nor accommodate separate military and civil systems. Now, I think you will find, for example, that the scheduled airlines and the Nation's military services are partners in an efficient and economical program to guarantee the airlift necessary for national security in war or peace.

Every hour of every day the scheduled airlines are a working partner of the Nation's military services in building America's airpower. This provides the Nation

with a large, flexible, and economic airlift, both actual and potential, for use in both cold and hot wars, in local actions or major conflicts.

To make sure that there is no delay in any national emergency requiring total mobilization of all resources, the Defense Department and the scheduled airlines have developed the Civil Reserve Air Fleet—CRAF—plan. Within 48 hours over 350 four-engine aircraft would go on active duty. This fleet could provide over 7 million ton-miles of airlift daily. If the Government had to operate and maintain this fleet it would cost the American taxpayer close to \$300 million a year. In fact, it would have cost over \$400 million just to acquire this fleet of planes, in the first place.

I would like to mention one other aspect relating to the increased cost of operating and maintaining a modern Federal airways system, and that is the desirability, which is actually a necessity, to recapture a share of the costs from the users. Our committee has explored this possibility in the past, and are now convinced that the time is approaching when a fair and equitable system of user charges must be considered for the various forms of transportation using Government-provided facilities in order to help defray the increasing costs of these Government-provided air facilities and other types of facilities.

The CAA has told us that the military accounts for approximately 45 percent of the total use, with the civil—both private and commercial—taking up the balance. This strikes me as being somewhat low if all factors are taken into account. However, certainly it should not be a difficult matter to allocate the military's fair share. A proposed method for charging for civil use has been an aviation gasoline tax. A tax on gasoline may well be the only feasible method, from the Government's standpoint, of collecting user charges. I think it is at least questionable, however, that relative amounts of gasoline tax give a reliable indication of the relative use made of the airways by the various groups of users. The commercial air carriers already pay about \$25 million a year in Federal gas-tax payments. In this connection, I might observe that these present gas-tax payments are incorporated into the highway trust fund, where I doubt that they belong, since they bear no relationship to the purposes for which that fund was established.

I believe the committee has done an excellent job in the evaluation of the airway system and the funds that have been allotted here are sufficient to carry on the program of bringing about an adequate and safe airway system. The VORTAC system will come into operation this year. It will be of great benefit to all fliers where instruments will actually show the miles of distance away from the airport where the landing is to be made. Members of the committee have flown experimental planes and have seen this system in actual operation including the other advancements that are being developed by private industry and the CAA. They are making great progress and the safety of the airways is, of

course, paramount in our thinking in this matter.

One other item, I am sure, will come to the attention of many Members of the House is the question of the Maritime appropriation. Here again is an appropriation which is very difficult to work on because it includes subsidies as do the airlines. May I, before I leave the CAA however reiterate what I have said so many times here before, on the question of subsidies for the airlines. All of the major trunklines in the United States are now off of subsidy. They are not receiving any subsidy. Your feeder lines and helicopters are receiving subsidies, but the major lines are now subsidy free. That is, free from a direct subsidy. Of course, we must admit that these airways, for instance, which we provide, are an indirect subsidy.

I think it is necessary to call to the attention of the House in the recommendations which we have made respecting funds for Maritime appropriations, we may have taken what I consider to be a calculated risk. It is a risk worth taking, however, in the interest of economy. But, it is one which must nevertheless be appraised and I think properly brought to your attention. With respect to the operating differential subsidy, I think the risks are minimum. Our committee has recognized that these are contractual obligations. What we have done is simply estimate that the \$100 million we recommend for this purpose, together with funds available to be carried over in fiscal year 1958, will be sufficient to the contractual obligation of the United States Government for this purpose during fiscal year 1958.

These are contractual obligations which our Government must meet.

In this connection, it is interesting to note that even this amount possibly can be considered a first-class investment for the United States, for it has enabled us to build at minimum cost strong steamship lines able to serve our commerce and defense. It has been estimated that at least 85 percent of the total operating subsidy bill is offset in taxes paid by these lines. Needless to say, if we did not support our American-flag shipping in this way and relied exclusively on foreign shipping our shippers would likely pay exorbitant freight rates and the Government would not get an offsetting tax return.

It is in the field of ship construction that I think the risk is most significant and it is in this area that our action is most drastic. With the lessons of Suez fresh in our minds we must think very carefully of the vital need to expand and modernize our merchant shipping. The cost of doing so is modest in relation to the tremendous costs which we will incur if our shipping is inadequate to meet our needs.

The Honorable Charles S. Thomas, who recently served with so much distinction as Secretary of the Navy, had this to say:

The advent of the atomic age has not lessened our Nation's need for a strong and adequate merchant marine, for it is a fundamental truth that the United States cannot prosper in peacetime or preserve its security in case of war without merchant vessels.

Without our own ships, we cannot be assured of obtaining the necessary raw materials we need. Without our own ships we cannot defend ourselves. Without ships we cannot assist our allies. Without ships we cannot grow and prosper. The advent of the atom, the missile, and the supersonic aircraft does not alter our dependence upon the need of workaday merchant ships crossing the seven seas. The American merchant marine remains as indispensable to our prosperity as it ever was and fully as important to our defense as the Army, the Navy, the Air Force, or the Marines.

These are sobering words. But it is argued that we do not at the moment need the funds for ship construction because the yards are so busy. This was taken into consideration by our committee but it is also true that the bulk of the construction in our yards is in the tanker field. I am happy to note that the subsidized lines have initiated a program of passenger-ship construction, but there is no denying the fact, and the Defense Department statistics will prove, that we are still deficient in fast passenger vessels capable of speedy conversion to troop transports. We had to eliminate from our recommendation the funds to build a sister ship to the *United States*, and a new passenger superliner for the Pacific service.

May I say here that it is my hope that in the future under this shipbuilding program where we have anticipated it for defense purposes, to get the ships in operation so that our ships will travel the seas in defense of the Nation, that in the future more consideration—and I come from Ohio, from the East—but I hope more consideration will be given to the west coast and the development of yards on the west coast capable of the construction of some of these ships. We are pretty well protected on the east coast, but on the west coast at the present time the facilities are inadequate. May I point out that in this bill there has been eliminated a ship on the west coast, yet we are in more need there so far as the Far East is concerned. In the defense emergency we need ships on the west coast to carry out our responsibilities to our own possessions and to our allies.

Mr. HORAN. Mr. Chairman, will the gentleman yield?

Mr. BOW. I yield.

Mr. HORAN. I have the feeling, and I wonder if the gentleman has the same feeling, that the subcommittee recognized that fact.

Mr. BOW. I am quite sure of it. I have said before, I thought I said before, that the subcommittee does recognize the fact that this question of weighing the economy against the defense needs were taken into consideration. This is perhaps a calculated risk in this particular bill, but I believe it is important that we point out not only to the Congress but also to the people the necessity and the reason for programs of this kind.

The Navy testimony showed that another *United States* would give the United States a capability for delivering 308,000 troops to Europe in a year. The ship proposed for the Pacific operation is not quite as large but would make a proportionate contribution to our trooplift capability.

I hope that the action we have taken will not further delay the regular replacement program for dry-cargo ships which has been developed and initiated by the administration.

Ship construction has long been a feast and famine business and uneconomic in some respects as a result of this up and down tendency. It is good planning and economic in the long run to spread out our replacements, give our yards a steady workload, our shipyard employees steady work, and ship operators an incentive to plan and build for the future.

Our committee's recommendation tries to balance the need for economy with the need for a strong merchant marine. But our need for economy must never be at the cost of our security. We simply cannot afford to let our use and control of the ocean slip away from us by reason of economy or ignorance or apathy. I am confident that the Congress will not allow this to transpire.

As I say, I come from the east coast. Since studying this program and reading about it for some few years I have become convinced that the Merchant Marine and the development of shipping under the American flag throughout the world is of great importance not only to our Nation and its national defense but to the economy of the Nation as well.

One further matter that I have had a number of Members inquire about here on the floor and about which I have received a great number of calls refers to the action of the committee in deleting from the bill the Bureau of Business and Defense Service. I approved the action of the committee when it was taken. I still stand on this bill, I believe in it, I think it is a good bill and I believe the committee has done a good job.

Inasmuch as there is not much interest in this particular item, perhaps it would be well for the RECORD if we would point out some of the things that are done by that administration so that those Members who have the question raised might have some of the facts before them. What is claimed for the Business and Defense Administration?

We have a high-level economy with all types of industries in the market for raw materials to supply civilian needs. In this very tense supply-and-demand situation, we also have a defense and atomic energy program of tremendous size, with private contractors also competing for short supply materials for all programs.

Without organized guidance, the military procurement program would be thrown out of joint. Confusions and delays would result in the manufacture of hard goods urgently needed for atomic weapons, planes and other items. The situation is made worse because many vital materials are in very short supply—such as nickel, heavy steel plate, argon gas and certain rare metals.

The instrument to provide necessary guidance is placed in the Commerce Department because private industry manufactures for both the military and civilian market. This instrument is operated by the industry divisions of the Business and Defense Services Administration because these have the experience and ex-

port personnel for such industrial support programs.

The day-by-day function of the industry divisions of BDSA is to develop and administer the defense-materials system, which provides preferential deliveries of basic materials and other production requirements to companies with defense and atomic-energy contracts. Such an orderly system of priorities and allocations makes sure that these companies have adequate materials so that deliveries can be made on schedule and in order of priority.

This system is called the defense-materials system which is a priority system authorized by the Defense Production Act of 1950. A contractor receives a DMS priority rating from BDSA which he uses in ordering raw materials. But if he still has difficulties in getting his materials to meet schedule, he then appeals to BDSA for special help. During the calendar year 1956, there were received and acted upon more than 10,000 applications for individual action to provide special assistance—an increase of 29 percent over the previous year.

Had there been no such assisting agency, scheduled deliveries would have fallen behind and the defense program would have suffered as well as the civilian economy. In view of the anticipated high-level military and civilian demands for the coming year, similar assistance will be continuously needed.

Many additional services in the economic picture also are provided by the industry divisions. In view of the critical shortages in nickel and iron and steel scrap, the BDSA—at the request of Congress—has made studies of the situation and has recommended remedial measures. The divisions keep tab on the strategic stockpile to make certain that this vital reserve is properly maintained. They also are making plans and preparations for swift and orderly mobilization of industry in the event of war and redistribution and recovery of industry after an attack.

If we wash out the industry divisions of BDSA, the military effort would still need a system to make sure manufacturers of defense items had access to materials needed for production, otherwise confusion and delays would be inevitable.

Mr. PRESTON. Mr. Chairman, I yield 5 minutes to the gentleman from California [Mr. SHELLEY].

Mr. ALLEN of California. Mr. Chairman, will the gentleman yield?

Mr. SHELLEY. I yield to the gentleman from California.

Mr. ALLEN of California. Mr. Chairman, I would have liked to have had the opportunity to compliment the preceding speaker on his remarks with regard to the merchant marine, particularly the construction phase. I would like to ask either the gentleman from Ohio or the gentleman from California whether or not in the opinion of either one of these gentlemen the objective of dispersing the ship-construction industry has been accomplished satisfactorily, either by the provision of the Merchant Marine Act or by the appropriation procedures?

Mr. SHELLEY. If the gentleman will be patient for just a moment I will touch upon that subject.

Mr. Chairman, at the outset I wish to pay my very sincere respects to not only the chairman of the subcommittee of the Appropriations Committee handling the Department of Commerce bill but to the members of the committee on both sides of the aisle. I have served on many committees during my legislative career, both in the State legislature and here, and I think I can very sincerely and honestly say that I have never worked with a group who are as harmonious in working out conflicts of opinion and in arriving at a conclusion that is satisfactory and which I believe the House will support than is this subcommittee.

Now, in regard to the question that was posed by the able gentleman from California [Mr. ALLEN], I think it is the considered opinion of myself and many members of the Committee on Appropriations that the allocation of ship construction on a basis that would give incentive to keep workers in the industry and to protect the country by having shipyards ready and available is not being carried out. At least, not insofar as the Pacific coast is concerned.

I want to give you some figures at this point of what ship construction is going on at the present time. Before I do that may I say that I most heartily agree with the comments made on this phase of our report by the gentleman from Ohio [Mr. BOW] who, for a gentleman from the Midwest, has taken a very, very active interest in the subject and has shown a great understanding of the problem.

At the present time, as of March 1, there are 108 oceangoing vessels being constructed in shipyards in the United States; for operation under the American flag, 75; for operation under foreign flags, 33.

Now, those of you who have heard me before know, because of previous employment in the American merchant marine both in the seagoing field and ashore in the office side, I have had a direct interest in this program and I have been fighting for years for the rebuilding of our merchant marine so that we do not have to depend on the wartime Libertys and Victories that were built in a hurry. But it is very interesting now to note that we have come to the point where foreign operators are coming to the United States and having vessels built here to be operated under foreign flags. The reason for this is that every foreign shipyard in the world is loaded now and for the next several years with orders. They cannot handle any new construction for several years to come. But these people recognize the changes that have overtaken the maritime industry in the type of ship, the speed and the design, and they are willing to pay the extra money for higher wage costs and material in coming to American yards to build their ships which will operate under foreign flags, with foreign crews, in competition with our American-flag vessels.

Here we are confronted with another problem, too, to which I think some of the executive departments of this Government must give some recognition and which I think the Committee on Merchant Marine should make some inquiry

into, and that is that American operators who wish to build vessels for operation under the American flag are now being told their orders cannot be taken because of the shortage of steel, and yet the steel is going into the building in American shipyards of foreign vessels that will be operated under foreign flags. Let me give you some figures on present ship construction.

At the Bethlehem yard, Quincy, Mass., there are 9 vessels being built for United States-flag operation and 8 for foreign-flag operation.

At Bethlehem yard, Sparrows Point, there are 18 vessels being built for United States operation and 9 for foreign operation.

Newport News, there are 19 vessels being built for United States operation and 8 for foreign operation.

At Ingalls, on the gulf, eight vessels for United States operation.

Sun Shipbuilding, 8 for United States operation and 3 for foreign operation.

New York Shipbuilding, Camden, N. J., 2 for United States operation and 3 for foreign operation.

Maryland Shipbuilding & Drydock, seven for United States operation.

Bethlehem, East Boston, two for foreign operation.

Bethlehem yard, San Francisco, four ships being built for United States operation.

Mr. MAILLIARD. Mr. Chairman, will the gentleman yield?

Mr. SHELLEY. I yield to the gentleman from California.

Mr. MAILLIARD. I would be curious to know how you, as a member of the Committee on Appropriations, was able to get this information from the Maritime Commission. The gentleman will remember that he and I and several other Members were active in putting a bill through in the last Congress, which became law last July 7, requiring the Secretary of Commerce to develop this information. I know, as a member of the legislative committee, that I have not been able to get satisfactory information and I was wondering how the gentleman did in the Committee on Appropriations.

Mr. SHELLEY. The gentleman's comment is very interesting, because in response to the first inquiry made by myself and other members of our committee, we were unable to get information. In fact, we got a letter from the Secretary of Commerce which said that this information, compiled under the very legislation of which Mr. MAILLIARD was the author was Administratively Restricted, but in the last week or two we have been able to get some of this information. Why they are not compiling it completely and making it available to the committees at this time I certainly do not know, but I think somebody should get the answer.

Mr. Chairman, I have taken the position that I have had for some years, that we need ships in this country, but under the present economy thinking, with the attitude of this House as shown in the past several weeks, it would have been ridiculous for our committee to think that we could come to the floor with a huge appropriation for shipbuilding now,

when some \$92 million was unexpended out of the funds last year.

Nothing would please me more than to have included in this appropriation adequate funds for the immediate start of construction of a sister ship to the steamship *United States* as a replacement for the present steamship *America* and for the construction of a new superliner for operation by the American President Lines of my native city of San Francisco in the transpacific trade. However, I am sure there is not a single Member of the House of Representatives who will disagree with the conclusion of our committee that to bring these amounts to the floor in our bill at this particular moment might possibly prove disastrous to the whole ship construction program not only for this year but for some years to come. With reluctance but with a realistic view of the situation as it is, not as I would wish it to be, I join in supporting the committee action. I must say for the record, however, and I believe I express the feeling and thought of every member of our subcommittee, that both of these ships are vitally necessary now to the American merchant marine. The present steamship *America* was built in 1940, was used as a troopship during the war, was refurbished and reequipped in 1946 for the passenger trade, and in 1960, under the provisions of our Merchant Marine Act, will be considered an obsolete vessel which must be replaced. The present *America* makes a maximum speed of 23 to 23½ knots, whereas all of the modern passenger vessels being built today have a speed of 30 to 35 knots. This, of course, is for defense purposes, not for commercial reasons, and is an absolute necessity when these ships are used to carry troops in wartime if they are to have any chance with the modern submarine what it is today to get the troops to their destination safely. When it comes to troop lift, however, it must be noted that the Atlantic seaboard at the present time has several large superliners built since World War II and by another year or so, will have a couple of more which will give a fairly adequate troop-lift nucleus of large ships to that area if needed.

In the Pacific and operating from the Pacific coast, there are at the present time no newly constructed fast superliners whatsoever. The American President Lines vessel which would have cost the Government in the neighborhood of \$32 million for construction subsidy, is sorely needed in that area and if any way at all can be found to solve this problem, it certainly should be done without having to wait another year or a year and a half before construction can be started. To delay much longer will leave our Pacific islands and friends in the Far East in a critical situation because of the absence of any single large fast vessel for heavy troop lift. From the commercial side, unless we proceed with the building of such a ship in the very near future we are in danger of losing our present position in the Pacific—passenger and cargo wise—to the Japanese who as a people have always been maritime minded and who are now making great progress in their attempts

to reestablish themselves in this field.

Now, lest some Member of the House or some of my good friends at home, get the idea that we are leaving the Maritime Administration with no money whatsoever for ship construction in fiscal 1958, let me again review the facts for you. In fiscal 1957, our committee gave to the Maritime Administration for new ship construction \$100,700,000. When they appeared before us they stated that \$92 million of this amount was still unexpended and available. They agreed that the maximum number of vessels for which they could let contracts in the next year would be 17 to 20 vessels of various types. They presented a list of 17 vessels presently in their program for construction in the near future, the contracts for which are now being negotiated. These vessels are as follows: 5 cargo, Lykes Steamship Bros.; 4 cargo, American Export Lines; 5 cargo, Moore-McCormack Lines; 2 passenger cargo, American President Lines; 1 ore cargo tanker, Ore Transport Co.

This list of vessels when considered in the light of listings I have previously given you as to the amount of work now in American shipyards indicates that there will be no possible way in which they could get more than these vessels under construction in this next year except one—and that is the one thing that the Federal Maritime Administration and the Federal Government has not done today. That is, instead of concentrating all of the new ship construction work being done on the east coast of this country, they should rehabilitate some of their standby yards on the Pacific coast where 52 percent of the vessels built during World War II were constructed and all records broken so that the shipyard industry on the Pacific coast which is now, except for 1 yard, dead or fast dying can be rehabilitated and employment given to men who have made this their life work. There is certainly no sense, if we are to believe all of the arguments for dispersal of defense industries, in the concentration of shipbuilding activity in one small area from Massachusetts to Virginia. It has been urged time and time again of the Department of Commerce that they request the President to exercise his executive authority and call for bids for construction of new vessels on a geographical basis thereby keeping up the defense requirements of this Nation in the shipbuilding field by an equitable apportionment of the work to all of the coasts.

In the cargo liner field we took huge strides forward when we built the 35 mariner vessels under an appropriation made by this House in 1950. These are 22-knot vessels which have proven their worth on the world's cargo trade routes. We need more of these vessels with more modern design and a minimum of 20- to 22-knot speed, as a replacement for the war-built Liberties, Victories, C-2's and C-3's which are now obsolescent and will be obsolete between 1961 and 1964. Certainly as a Representative of the Pacific coast and my own people in San Francisco, I cannot in good conscience keep voting millions of dollars for the

construction of ships everywhere else in the country but on the Pacific coast as much as I recognize the immediate need for ships and I say this because of the outstanding record made on the Pacific coast in two World Wars and the fact that today the industry is not only in a precarious position but, as I said before, dead or dying for lack of nutrition.

Mr. Chairman, as I conclude my remarks, I notice that the very able gentleman from North Carolina [Mr. BONNER], the chairman of the House Committee on Merchant Marine and Fisheries and several other members of that committee are present during this discussion. This brings to my mind two other thoughts which were developed in the hearings of our Appropriations Committee and to which I wish to call their attention and most respectfully suggest to them, as a legislative committee which I know from having served on it for 5 years keeps a careful watch over this field, that they should probably give some thought to these situations and have a look at them. One is the huge number of foreign transfers approved by the Federal Maritime Administration in the past several years and the fact that the decision to approve these transfers is the decision of one man—the Maritime Administrator. As a member of the Hardy Subcommittee on Government Operations which recommended Reorganization Plan 21 of 1950 which abolished the old Maritime Commission and set up the present Federal Maritime Board and Federal Maritime Administration—and as a former member of the Merchant Marine Committee on which I greatly enjoyed serving—it was my thought that this subject was a policy matter which would require action by the Maritime Board and such is still my thought. If I had been mistaken as to the law, I would most respectfully suggest to the chairman and the members of the committee that this is a subject matter which they could go into with a possible change in the law which would require full Board action and an unanimous vote of the Board before any transfer of American vessels to foreign flag and registry can be made. The other situation is the one in which seems to have developed from the trade-in trade-out legislation which most of us supported several years ago and which in my humble opinion appears to some extent to have become a Frankenstein because it has taken control away from Congress in this highly important field. It seems to result because of a combination of sections of the Merchant Marine Act of 1916 and sections of the Merchant Marine Act of 1936 which the Maritime Administration relies upon for its program carte blanche authority to do as it wishes in the trade-in trade-out field.

Mr. CHAIRMAN. The time of the gentleman has expired.

(Mr. SHELLEY asked and was given permission to revise and extend his remarks.)

Mr. CLEVENGER. Mr. Chairman, I yield 5 minutes to the gentleman from Wisconsin [Mr. LAIRD].

Mr. LAIRD. Mr. Chairman, I should like to state that I have enjoyed very

much serving on the Department of Commerce Subcommittee of the House Committee on Appropriations. Our chairman, the gentleman from Georgia [Mr. PRESTON] has been an outstanding chairman. I have enjoyed my association with him and with the ranking Member on my side of the aisle, the gentleman from Ohio [Mr. CLEVINGER].

I think that this bill, as it reaches the floor of the House, is indeed in much better shape than the bill we considered in the House last week. Personnel levels in each of the items in this bill have been pruned I believe to the minimum, by our subcommittee. I feel that the action of our subcommittee is in keeping with the feeling that was expressed by many Members of this House in the past few weeks.

I am personally dedicated to making substantial reductions in the level of Federal spending proposed in this 1958 budget. Many of us realize that at the present time there are over 2,400,000 Federal civilian employees on our payrolls in all departments, bureaus and agencies of this Government. In this budget, which has been sent to us by the President, there are requests for 35,000 new employee positions; and in addition this budget makes permanent some 30,000 other positions. I think every subcommittee of the House Committee on Appropriations, the full committee and the membership of this House should be on guard at all times to see that the level of Federal civilian employment is kept at a minimum.

The item in this bill on which I took a reservation had to do with the complete elimination of one division of the Defense Service Administration in the Department of Commerce. This action eliminated an appropriation of \$3,560,000 which provided certain services to defense contractors, business concerns, the Defense Department and industrial plants.

This \$3,560,000 appropriation item in the budget request for the industry division of the Business and Defense Services Administration as sent to us by the President provided for the same employment level as the 1957 budget. I was certainly willing to go along for a reduction in the appropriation for this particular activity but it did not seem to me a wise move to strike the entire appropriation from this budget.

The House Appropriations Committee, in reporting the bill for the Department of Commerce, has recommended for the Business and Defense Services Administration—page 7, line 13—a reduction of \$3,560,000 from the budget request. In its report the committee stated that the purpose of this reduction is to eliminate any funds whatever for the Industry Divisions of the Business and Defense Services Administration.

In the markup of this bill I took a reservation on this particular line item. I am interested in keeping personnel in this budget at the 1957 level or below. I do believe that the complete elimination of this entire item is in error. I am sure a reduction of this item could be made but I seriously question the complete elimination of this activity.

This is what the Industry Divisions of BDSA do and what will happen to our defense production and to distribution of scarce materials if these Divisions are completely eliminated:

First. Contractors with orders for military equipment, guided missiles and atomic weapons are provided with priorities to obtain basic materials, such as steel, copper, aluminum, parts and components to fill their defense orders.

Second. At the request of the President, the industry divisions operate a superpriority system for the missile program. Materials and equipment for the manufacture and propulsion of missiles are given priority over all other military and atomic-energy production and the divisions have the responsibility to see to it that nothing interferes with the top priority given to this vital defense program.

Third. Many materials are in short supply, such as nickel, argon gas, and certain types of heavy steel products. Also in short supply are many electronic parts and apparatus, instruments, electronic computers, and so forth, which are vital to the production of missiles, radar, and atomic weapons. The industry divisions are responsible for various actions that assure that the military and atomic-energy requirements for scarce and hard-to-get materials and products are met on schedule.

Fourth. Thousands of military and atomic-energy contractors appeal to the industry divisions for special assistance to help them secure materials, equipment, and parts to complete their contracts on schedule. About a thousand such requests are taken care of by the industry divisions each month.

Fifth. The priority system operated by the Industry Divisions, together with the experience and knowledge of industry possessed by the staffs of these Divisions, are of vital importance in keeping our military and atomic energy programs on schedule.

Sixth. The Industry Divisions protect the civilian economy from unreasonable dislocation by military procurement:

(a) Where necessary, the Industry Divisions spread military and atomic energy requirements equally among qualified producers. This prevents undue concentration of procurement among a few suppliers, which would dislocate commercial business.

(b) Where defense demands for a scarce material or product are very high, frequently requiring all or most of the entire output, the Industry Divisions arrange for a minimum civilian supply and an equitable distribution of the remainder for the civilian market—nickel, argon gas, and machine tools are examples.

Seventh. The Congress has authorized priorities for the military and atomic-energy production in the Defense Production Act. Some agency of Government must do this job, or it will not be done at all. Our entire defense production program will suffer accordingly, and civilian markets for scarce materials and hard-to-get products will be disorganized.

I predict that if some other agency such as the Defense Department, takes on the responsibility, it will require a greater number of people than are now in the Industry Divisions of BDSA of the Commerce Department.

Mrs. CHURCH. Mr. Chairman, will the gentleman yield?

Mr. LAIRD. I yield to the gentleman from Illinois.

Mrs. CHURCH. I wonder if the gentleman would mind telling me just why that appropriation was cut.

Mr. LAIRD. That particular appropriation was not cut, it was eliminated.

Mrs. CHURCH. Will the gentleman tell me why it was deleted?

Mr. LAIRD. I believe the majority of the members of the committee felt that these particular services and activities should be eliminated. That is the only reason I can see that the item was completely stricken from the bill. As I said, I could go along for a reduction of this appropriation in the bill but did not support the absolute elimination of the entire appropriation.

I support this bill as it has been reported by the subcommittee. I do want to say that this subcommittee did a remarkable job in reducing the budget request covered by this bill by \$217 million.

We can go forward on the other bills. There are six other appropriation bills which are coming to the floor of this House in the next few months, and we can make further substantial reductions in the President's budget request.

In the six departmental appropriations bills that have come before the House so far this year the total amount of requested funds was slightly over \$14 billion. With the adoption of this bill we will have had House action on these six departmental bills, and our total reductions in the \$14 billion will be in excess of \$1 billion.

Here are the bills covering these departments and related agencies and the list of reductions in the requests totaling over \$1 billion:

	Million
Treasury and Post Office Departments-----	\$80.3
Department of Interior-----	60.7
General Government (White House and Executive Offices)-----	4.9
Independent offices (Veterans' Administration, Civil Defense, Housing, etc.)-----	519.9
Labor, Health, Education, and Welfare-----	134.4
Department of Commerce-----	217.8
Total reductions-----	1,018.0

We still have to come before the House, two of the largest appropriations bills, the Department of Defense and the foreign-aid appropriation bills, where greater reductions can be made than have been made in these past six bills.

Mr. Chairman, I recommend this bill most highly to the members of this committee.

Mr. CLEVINGER. Mr. Chairman, I yield such time as he may desire to the gentleman from New Jersey [Mr. WOLVERTON].

Mr. WOLVERTON. Mr. Chairman and Members, in the consideration of

this appropriation bill relating to the Department of Commerce and related agencies for the fiscal year ending June 30, 1958 an issue arises that is not different from what has already arisen in our consideration of other appropriation bills and will undoubtedly continue to be raised in our consideration of the remaining appropriation bills that will come before us during the present session of Congress.

The issue to which I refer, and which by no means is unimportant, relates to what cuts can be made in the budget estimates without destroying or curtailing to an unwarranted degree necessary or essential services of government.

This question becomes one of great importance because there is a widespread insistence throughout the country that there be economy in the conduct of government. And yet, we are all conscious of the fact that there are many existing conditions with fixed programs and necessary services that cannot be eliminated or curtailed to any extent without doing great harm to worthwhile government functions of a domestic character, and particularly with respect to those programs and services that relate directly or even indirectly to our national security.

It is my intention to direct my remarks to a situation respecting our national defense that has been overlooked, or at least, not adequately considered by the subappropriation committee that has reported this bill. I regret the necessity to do so for I am convinced that in the main the committee has done a most worthwhile job in its effort to reduce the cost of government. However, in the matter to which I refer I am strongly of the opinion that the committee has made a very great mistake—a mistake that could in the hour of an emergency result to our great disadvantage and even to our disaster. I refer to the tremendous and what seems to me the unwarranted cut in the appropriation for ship construction.

In fiscal year 1957, the Congress appropriated for the purpose of ship construction the sum of \$100,700,000. The budget estimate for fiscal 1958 was \$94,500,000. Thus, the present budget as presented to the Congress provided a saving of \$6,200,000. However, much to the surprise of everyone who is familiar with the necessities of the present time, both from a maritime and defense standpoint, the committee has recommended only \$3 million. This recommendation of the committee therefore represents a reduction of \$97,700,000 over the 1957 appropriation and \$91,500,000 reduction in the 1958 budget estimate. This is a reduction of approximately 97 percent in the appropriation of last year and a reduction of more than 96 percent in the budget estimate. A mere statement of such a tremendous percentage reduction is enough to challenge our thoughtful attention and cause us to stop, look, and listen. Why this overwhelming cut? Will the facts show it to be justified? I believe not, once the effect of this reduction is fully understood.

I do not believe that the demand from the people to cut Government expense

can be interpreted to mean that they desire cuts without regard to what is just or right in the public interest. People are not that unreasonable, nor do they expect Congress to do unreasonable things. They know and we know there is at times or in some places waste and inefficiency in Government operation. It is this kind of extravagance that our constituency wishes up to reach and eliminate. But to just cut for the sake of cutting is not what they want, nor should we be a party to any such unintelligent cutting.

Now, with this thought in mind, let us examine the effect of this cut in ship construction and determine whether it is necessary or justified.

First, let us consider what was done by the committee to reduce the budget estimate from \$94,500,000 to \$91,500,000. It would seem that somebody has been wrong, either in making the estimate or in cutting the estimate to \$3 million.

The committee by way of explanation for the reason that prompted the reduction has said:

The committee believes that the interests of economy can be served here with no damage to the shipbuilding industry of the country in view of the large program which can be carried on in 1958 with funds already available. It is emphasized that this action should not be construed as a lack of support for the continuation of a sound long-range ship-replacement program. This action, which has been taken entirely in the interests of economy during the coming fiscal year, will merely curtail the construction program until such time as the fiscal affairs of the Nation have improved.

It will be noted that the committee in the above-mentioned explanation or reason, as set forth in its report, has laid stress on economy as a justifying reason. However, it will be further noted that "the committee believes that the interests of economy can be served here with no damage to the shipbuilding industry of the country in view of the large program which can be carried on in 1958 with funds already available." This may or may not be true, but even if true it will be observed that it entirely leaves out all consideration of the detrimental effect it will have on our hard-pressed maritime interests and particularly on maintaining an adequate maritime force to supplement other military forces in case of an emergency such as World War II, the Korean effort, and the present difficulties arising from the Middle East crisis.

The committee further reports:

This action, which has been taken entirely in the interests of economy during the coming fiscal year, will merely curtail the construction program until such time as the fiscal affairs of the Nation have improved.

This language might indicate to the uninformed mind that our Government was in dire straits; that it was facing bankruptcy, or some other terrible calamity. The fact is that we are enjoying the highest income individually and as a nation that has ever been experienced in the entire history of this Nation. Of course, I do not contend that because of this we can afford to be prodigal in our expenditures, but on the other

hand, it does not justify crippling our merchant marine or our national defense as I believe this proposed reduction would do.

While there may be other items of construction that are necessary, yet probably the two most outstanding which have been eliminated, is a replacement ship for the *America* of the United States Lines and one of the ships of the President Line. These ships can be and have been immensely important in case of an emergency. The record made by the *America* in the last war and in the Korean conflict leaves no doubt of the importance of ships of this type in transporting supplies and troops to foreign shores. The same can be said of the ships of the President Line, the Moore-McCormack Line, and all the other companies whose replacement ships will be stopped from construction or at least delayed until some future time. Should an emergency break, it would then be too late to provide the ships of this character to carry our supplies and fighting men where needed to foreign parts of the world. The *America* is a good illustration of this. It had been completed in 1940-41, just in time to be used by our military defense. It had not yet taken up its regular run. During the war it carried thousands upon thousands of our men to the front, together with supplies to maintain their fighting strength. What a loss it would have been had this one ship not have been finished at the time its service was so necessary.

In this connection we must not overlook the fact that it takes upward of 3 years to complete a ship of the *America* type. The *America* had been started 3 years before World War II. I hate to think what might have been the result if it had not been ready when needed. This now applies to its replacement. It will take 3 years to build it. Can we afford to put off its construction even for 1 year? In my opinion, it would be most unwise to do so. Who can tell what the not distant future may hold for us?

Furthermore, we are now ready to proceed. Bids have been received. It is unfair to the company who has proved to be the low bidder to take from it the result of its low bid. It costs in the neighborhood of \$30,000 for a company to prepare bids. But what is more unfair and unjust is to throw aside its low bid after advising what and how it could be built by the low bidder and thus give all this information to its competitors who can take advantage of such when new bids are called for. And still further, bear in mind that the cost of construction rises about 5 percent per year. Hence we can expect an additional cost if new bids are called for. All of this would justify in providing at least enough funds at this time to enable the work to proceed for this year. It would take less than \$10 million to do so. If this is done, it would mean a saving in the funds to be expended in this year and would, at the same time, not destroy our ship construction program nor endanger our national defense. This, in my opinion, would be the sensible thing to do if it is determined that the full amount of con-

struction funds should not be made available this year.

To those who desire to understand more fully the importance of continuing our ship construction program this year as a part of our national defense system, I suggest the reading of the testimony presented before the Committee on Merchant Marine and Fisheries, House of Representatives, 84th Congress, 2d session, Government Printing Office Document 83252, by Rear Adm. A. G. Mumma, United States Navy, and his associate officers. And likewise, the testimony of Maritime Administrator Clarence G. Morse and Chairman of the Federal Maritime Board, and his associate officers, will justify the importance of carrying on the program this year if our maritime fleet is to fulfill the policy of our Government as provided for by Congress.

In conclusion, I wish to emphasize the fact that building of ships such as the *United States* and *America* add greatly to the prestige of this country. In times of peace the benefits to be derived are immeasurable, and in time of war, incalculable. The importance of having ships of this size and character is recognized by Great Britain. Witness her two Queens, *Mary* and *Elizabeth*; and likewise by the French, Swedes, Dutch, and Italians. We cannot, should not, and must not do less. I trust that this whole subject will be kept constantly in mind by the Merchant Marine Committee of the House, under the able chairmanship of the distinguished gentleman from North Carolina [Mr. BONNER], and by the Subcommittee on Appropriations of which the distinguished gentleman from Georgia [Mr. PRESTON] is chairman. The importance of this matter merits constant attention and consideration during this session to the end that all things possible shall be done to keep our merchant marine a continuing force in peace and war—and that it shall never be lacking in power and effectiveness to meet whatever is required of it.

(Mr. WOLVERTON asked and was given permission to revise and extend his remarks.)

Mr. HIESTAND. Mr. Chairman, I should like very much to join my colleagues in commendation of the work of this subcommittee. It becomes obvious that they have done a thorough and a workmanlike job and have done it in the spirit of the majority of the Members, which is that spending should be cut wherever it possibly can be done. Very definitely the chairman, the gentleman from Georgia [Mr. PRESTON], also deserves special credit.

It becomes obvious that unless we can severely cut Federal spending we are not going to be able to check the inflation, we are not going to be able to hold the cost of living even, and we are not going to be able eventually to loosen up this so-called tight money situation. The committee on this bill has made substantial reductions—reductions aggregating some \$218 million from the requests on items many of which can easily be deferred, if indeed they must be spent. I am happy to join my colleagues in commending this good sound work.

Mr. MASON. Mr. Chairman, will the gentleman yield?

Mr. HIESTAND. I am happy to yield to the gentleman.

Mr. MASON. And the place to cut efficiently and sensibly is in the committee and not in the House. I think if the other committees would do as good a job as this committee has done, most of us would feel greatly relieved.

Mr. HIESTAND. I thank the gentleman from Illinois.

Mr. BOLLING. Mr. Chairman, I would like to direct attention to the \$3,460,000 reduction in the appropriation for the Business and Defense Services Administration. This is a reduction below the current appropriation for the fiscal year 1957. As you will note from the committee report, it eliminates all funds for the Industry Divisions of this Bureau. Without attempting to speak to the Industry Divisions' program as a whole, I am particularly concerned that in eliminating the Industry Divisions we have wiped out the entire construction statistics function of the Department of Commerce. For convenience of organization the construction statistics program does not appear in the budget as a separate item under a title such as "Office of Construction Statistics" but is included in the Industry Divisions' total.

Elimination of the construction statistics program of the Department of Commerce will eliminate the only place in or out of Government where there is drawn together for the use of public and private economic policymaking the following critical statistical information:

First. Monthly figures on total expenditures for private nonresidential construction, including industrial, commercial, social and recreational, and public utilities.

Second. Monthly figures on total State and local public construction, schools, roads, other governmental buildings, and so forth.

Third. Special analytical studies, including development of indexes of the production of building materials and construction costs, and special studies of trends and developments in the construction industry.

I do not think it necessary to speak at length on the need to maintain at least the present minimum program in this area. The output of this industry is over \$60 billion, or approximately 15 percent of the output of our whole economy. The need for having accurate information about this industry has been attested to on many occasions by leaders in industry and officials in the Government. We in the Congress are constantly making decisions which are based on currently available facts about the construction industry. Certainly, we need to know how much industrial, commercial, and public utility construction is taking place. We need to know the volume of expenditures for schools, hospitals. We need to have current analyses of developments in this mammoth industry. All of these activities would be lost if the reduction is approved.

I would therefore like to suggest that consideration be given to earmarking \$250,000 or some other sum which would

permit the continuation of this vital activity of providing current facts about the construction industry.

Mr. CLEVENGER. Mr. Chairman, we have no further requests for time on this side.

Mr. PRESTON. Mr. Chairman, we have no further requests for time.

The CHAIRMAN. The Clerk will read.

Mrs. CHURCH. Mr. Chairman, I make a point of order that a quorum is not present.

The CHAIRMAN. The Chair will count. [After counting.] One hundred Members are present, a quorum.

The Clerk will read.

The Clerk read as follows:

TITLE I—DEPARTMENT OF COMMERCE
General administration

Salaries and expenses: For expenses necessary for the general administration of the Department of Commerce, \$2,695,200.

Mr. COAD. Mr. Chairman, I move to strike out the last word, and ask unanimous consent to proceed out of order.

The CHAIRMAN. Without objection, it is so ordered.

There was no objection.

Mr. COAD. Mr. Chairman, today I have been joined by a number of my colleagues in introducing a bill which will be of interest to every Member of this body and one which will be of great value, if enacted, for American farm people.

The provisions of this bill are very simple. This bill calls for acreage allotments and price supports on all commodities at the same level they were in 1956. Now, I realize that 1956 was an election year, but if the program were good then as set by the President, it is obvious that it is just as good or better now. In 1956 there were many of us who felt that the President's program was not enough and I think it is too little now. But, I am sure that the time has fully arrived to stop quibbling and do something constructive.

The provisions of this bill do not change any of the contracts which are signed up for the soil bank. The soil bank remains as it is. The durum wheat program is not affected by this bill. No new money need be appropriated.

Now, let me make this one point clear. The American farmer—and I speak especially for the corn farmers—needs a better program and here is one which will be acceptable to both Republicans and Democrats. The provisions of this bill are no more and no less than those which the Republican leadership has already endorsed through the actual program of 1956. President Eisenhower was specifically responsible for setting the level of price supports in 1956.

Mr. LAIRD. Mr. Chairman, will the gentleman yield?

Mr. COAD. Not at this point.

Mr. LAIRD. Mr. Chairman, a point of order.

The CHAIRMAN. The gentleman will state it.

Mr. LAIRD. Mr. Chairman, I make the point of order that the gentleman from Iowa is not in order because he is not talking to the bill.

The CHAIRMAN. The gentleman asked consent, and consent was granted, to speak out of order.

Mr. MASON. The gentleman must have whispered his request.

The CHAIRMAN. The Chair understood the gentleman and the Chair said, "Without objection, it is so ordered."

Mr. MASON. I am sorry, Mr. Chairman, but it seems to me that when a consent request is made it should be in a loud enough voice for everyone to hear.

The CHAIRMAN. The Chair understood the request and had assumed that the membership heard the request. The Chair asked if there was objection. No objection was made. So the gentleman

from Iowa did receive consent to proceed out of order.

The gentleman will proceed.

Mr. COAD. President Eisenhower was represented as being responsible for setting the level of price supports in 1956.

Here, ladies and gentlemen of the House, is our opportunity. I am sure that those of us on the Democratic side of the aisle will be willing to compromise in this instance to get this piece of legislation enacted into law at the earliest possible date.

I am sure the membership will find the following table very helpful in studying this question:

Commodity	Acreage called for in this bill (1956 level) or higher)	Acreage as now announced for 1957	Price support called for in this bill (1956 level)	Price supports as now announced for 1957	Percent of parity called for in this bill (1956 level)	Percentage of parity now announced for 1957
Corn.....	43,280,543	37,288,889	\$1.50 per bushel.....	1.36 per bushel.....	84.3	77
Wheat.....	55,000,000	55,000,000	\$2.....	2 per bushel.....	82.0	82
Cotton:						
Upland.....	17,585,463	17,585,463	\$0.2938 per pound..	0.28157 per pound..	82.5	77
Extra long staple..	89,357	89,357	\$0.5662 per pound..	Not announced.....	75.0	
Rice.....	1,652,596	1,652,596	\$4.57 per hundred-weight.	4.43 per hundred-weight.	82.5	80
Tobacco:						
Flue cured.....	889,000	712,600	\$0.489 per pound....	90 percent of parity..	90	90
Burley.....	309,300	309,300	\$0.481 per pound....	do.....	90	90
Peanuts.....	1,650,342	1,611,441	\$0.114 per pound....	0.111 per pound.....	86	82

Mrs. KNUTSON. Mr. Chairman, will the gentleman yield?

Mr. COAD. I yield.

Mrs. KNUTSON. Mr. Chairman, I rise to speak in support of a similar bill that provides the same price and acreage allotment for corn as both Secretary Benson and President Eisenhower stood for last year. The important thing is we can pass this bill before Easter and meet the planting time in the commercial Corn Belt. First, if a price of \$1.50 with an increase of 43.2 million acres were advisable last year in addition to a \$1.25 rate for corn raised outside of the allotment certainly then that same allotment and \$1.50 per bushel should be good this year. The extra \$1.25 only serves to flood the corn market to a larger degree. In other words, controls of production were thrown to the winds in everything but name. If we wish to keep farmers within the allotment then it is not only advisable but necessary that we get a fair price. I wanted a \$1.60 a bushel but as long as this was defeated, I will certainly settle for \$1.50 a bushel because I think it provides the incentive necessary to keep corn production down.

Second, I am very much concerned over the effect a glutted corn market has on other commodities particularly feed grains. Normally, an overproduction of one crop creates an overproduction atmosphere over other crops. I felt that feed grains in the soil bank would take the pressure off those crops on a family farmer's economy but in addition it would have taken pressure off the corn area. Now that it is abundantly clear that corn will bear the burden of not only cutting production on itself but on other feed grains as well then we must face the problem realistically in a sensible manner. Production must be cut to prevent greater depressing price defects and

\$1.50 would be a price attractive enough to do this.

Third, it is necessary to keep fighting for a sensible farm program though others have given up. Secretary Benson apparently is against legislation at this so-called late date but let's examine the record a bit. Secretary Benson would not provide a report either this year or last year to allow adequate time for passage. He waited until the point where after a 1 week's delay in the Congress both he and the President turned around to say the Democrats had held up farm legislation. In the meantime, he had delayed at least 2½ months. If delay is to be a matter of politics then certainly blame should go where it rightfully belongs. To say it is too late now to pass legislation lacks any semblance of reason. The Corn Belt normally does not begin planting until late April at the earliest or in most cases after the middle of May. Mr. Chairman, here is an opportunity for Representatives from corn areas to vote for a fair price and a farm program for their constituents.

Mr. McGOVERN. Mr. Chairman, will the gentleman yield?

Mr. COAD. I yield.

Mr. McGOVERN. Mr. Chairman, I am joining with several of my colleagues who are vitally concerned with the crisis in the Corn Belt in introducing legislation designed to prevent further deterioration of the corn economy. The bill provides that price supports and acreage allotments on corn and other basic crops shall be not less than those for 1956. In other words, we are asking the Congress to take action forcing the Secretary of Agriculture to maintain in the first year after the recent election the price-support levels and the acreage quotas that he offered to farmers during the 1956 election year.

This bill does remove the unreasonable 1956 provision whereby farmers not in compliance with their acreage quotas were nevertheless given price-support guaranties of \$1.25 per bushel. It was this action by Secretary Benson which aggravated the corn surplus in 1956 and which further encouraged the deterioration of our controlled production program.

The bill which is now proposed also takes note of the recent legislation affecting durum wheat and provides that the acreage under the durum bill shall not be affected by this emergency legislation.

I personally am not satisfied with the bill I now propose. It is simply a stop-gap measure that has been made necessary by the determined efforts of Secretary Benson to sabotage the whole price-support program and to sit idly by while corn farmers are confronted with a dangerous crisis. Mr. Benson has all but wrecked the farm economy and in doing so he has set the stage for painful pressures on small-business men in rural States and, eventually, for a slowdown of our entire national economy. The Secretary seems unconcerned about the serious predicament of the family farmer. He has become a cynical politician whose only agricultural concern seems to be one of putting the blame on the Democrats for the mess he has created.

I was amazed that the Secretary could muster the nerve to tell a national Republican women's conference that farmers could blame Democrats for low corn prices and the resulting excessive livestock production.

The plain truth of the matter is that Ezra Taft Benson and his team have worked cleverly and cynically for 4 long, tragic years to convince the American people that we do not need a farm program of any kind.

While claiming to be a friend of the farmer Benson has steadily whittled away the price-support structure with the devastating consequence of a billion-dollar drop in farm income for each year he has been in office.

While claiming to be interested in a controlled farm production, Benson has tripled the amount of Government held surpluses during the past 4 years.

While claiming to be concerned about economy, Benson has spent 3 times as much money on his outmoded agricultural schemes as the Democratic administrations spent in 20 years from 1933 until 1953. Let me repeat that, Benson has cost the taxpayers 3 times as much in 4 years as all the Democratic farm programs cost in 20 years. Regardless of how much some of us love Mr. Benson, can we afford him?

Commenting on the Secretary's surplus disposal program, the National Grange Monthly of March 15, 1957, said:

Farm surpluses have been reduced by \$650 million in the past year, at a cost of only \$750 million, CCC reports. It'll be a close race to see whether we run out of surpluses or money first.

I am constrained to add that a new kind of congratulations are in order for

a man with such business ability that it only costs him \$7 to get rid of \$6.

As for current claims by the Secretary of Agriculture that it is the Democrats who are responsible for inaction on need corn legislation, I would like to cite the editorial opinion of Newsweek magazine for April 8, 1957. Said Newsweek:

The farm bloc's bill to boost soil-bank payments and price supports for corn growers is dead. The reason: Agriculture Secretary Ezra Taft Benson is against it. Farm belt legislators claim failure to raise the basic payments for not growing corn will mean overproduction not only of corn, but of poultry, beef cattle and hogs with consequent price dips next year. Benson maintains it is too late for legislation to help the situation.

When Mr. Benson claims that it is "too late" to help the corn farmers this year, we can only ask him why he waited for many long weeks after the corn referendum of December 11, 1956, before he presented a program for the consideration of the Congress. Why, too, did he then come up with a proposal so fantastically inadequate that not a single member of his own party would offer the program in legislative form?

The real explanation of Mr. Benson's entire behavior as Secretary of Agriculture is contained in a terse news item appearing in the Washington Post of April 8, 1957, which reads:

Even more provocative was Benson's press conference announcement that he was preparing a Department statement to ask Congress to kill all mandatory farm price supports. He has never liked supports in any form, but his opposition has been more diplomatic in the past.

While the bill which I now propose in cooperation with my corn belt colleagues is far from adequate, at least it will serve as a stopgap measure in the continued absence of leadership by the Department of Agriculture. Mr. Benson has ignored pleas from myself and others to set corn price supports at a fair level this year. We can only act now to force him to offer farmers at least the same protection in 1957 that he provided when he was looking for farmers' votes in 1956.

(Mr. COAD, Mrs. KNUTSON, and Mr. McGOVERN asked and were given permission to revise and extend their remarks.)

The Clerk read as follows:

Maintenance and operation of public airports, Territory of Alaska: For expenses necessary for the maintenance, improvement, and operation of public airports in the Territory of Alaska, as authorized by law (48 U. S. C. 485 c-h); including arms and ammunition; and purchase, repair, and cleaning of uniforms; \$700,000.

Mr. GROSS. Mr. Chairman, I move to strike out the last word.

(Mr. GROSS asked and was given permission to revise and extend his remarks.)

Mr. GROSS. Mr. Chairman, I want to commend the subcommittee for what I think is the best job done thus far on the part of an appropriation subcommittee in trying to reduce expenditures. I understand, as I am sure all Members of the House do, that it is no easy task

for a committee of Congress to apply the brakes to the free-wheeling spending machine that has been gathering speed throughout the years.

I am disturbed, however, by the 3,500 new employees to be added in the Civil Aeronautics Administration. I wonder if the committee, when representatives of the Civil Aeronautics Administration were before them, inquired as to whether there can be cutbacks in the number of employees when certain reconversions and improvements have been completed? Is there any chance to cut back or will these 3,500 additional employees be permanently attached to the payroll?

Mr. PRESTON. I may say to the gentleman in absolute frankness that with the rate of growth in aviation, with the scientific development that has taken place in connection with navigational devices, all designed to improve air safety, there is little likelihood that we are going to be able to retrench in this field in the future. Our concern, on the contrary, is how much it is going to grow in the future. That is a completely frank statement. The number of flights, the number of aircraft, the speed of aircraft and the size of them, the altitude reached by the aircraft, the coming of the jetplanes, have so complicated the picture until there is not any likelihood, in my candid opinion, of retrenching in this area.

Mr. GROSS. I appreciate the frank statement of the gentleman. But I still hope the committee will carefully scrutinize and try to cut back once these improvements are made—try to refuse substantially on the 3,500 additional employees which this bill provides.

Mr. HORAN. Mr. Chairman, will the gentleman yield?

Mr. GROSS. I yield to the gentleman from Washington.

Mr. HORAN. May I call the gentleman's attention to pages 287 and 288 of the hearings. The gentleman will find there that the chairman of the subcommittee [Mr. PRESTON] went into that matter quite fully and in detail. He wanted to know the reasons for this increase in personnel in this rather technical and rather dangerous field of air safety.

Mr. GROSS. I know. I have read the hearings pages 287 and 288, but they do not provide the answer as to whether there is the possibility of eventual reductions in personnel. This is a tremendous increase in personnel in one department or agency, as the gentleman well knows. I am hopeful that after these improvements and reconversions have been made there can be a reduction.

I also want to commend the committee for action that I hope will result in eventually stopping the building of a \$195,000 residence for the Governor of the Panama Canal Zone. I want to commend the committee for apparently putting a stop to that. Perhaps the Governor needs a new house. He does not need a castle.

The Clerk read as follows:

WEATHER BUREAU

Salaries and expenses: For expenses necessary for the Weather Bureau, including maintenance and operation of aircraft; pur-

chase of 2 passenger motor vehicles for replacement only; not to exceed \$25,000 for services as authorized by section 15 of the act of August 2, 1946 (5 U. S. C. 55a); and not to exceed \$10,000 for maintenance of a printing office in the city of Washington, as authorized by law; \$37,480,100: *Provided*, That during the current fiscal year, the maximum amount authorized under section 3 (a) of the act of June 2, 1948 (15 U. S. C. 327), for extra compensation to employees of other Government agencies for taking and transmitting meteorological observations, shall be \$5 per day; and the maximum base rate of pay authorized under section 3 (b) of said act, for employees conducting meteorological investigations in the Arctic region, shall be \$6,500 per annum, except that not more than 5 of such employees at any one time may receive a base rate of \$9,000 per annum, and such employees may be appointed without regard to the Classification Act of 1949, as amended.

Mr. FOGARTY. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. FOGARTY: Page 19, line 18, after "by law", strike out "\$37,480,100" and insert "\$39,300,000."

Mr. FOGARTY. Mr. Chairman, I propose that we restore to the Weather Bureau appropriation the full amount that the Bureau of the Budget recommended for this year, that is, \$39,300,000.

I think the Members will remember that 2 years ago we made a concerted drive in the House to increase research funds for the Weather Bureau because of the increased number of tornadoes, hurricanes, floods, and severe storms that had been ravaging the country in the past few years. In New England alone we lost about 200 lives in 1954 because of hurricanes and almost a billion dollars in property damage was caused in that same year. All along the east coast hurricanes brought additional billions of dollars of property damage.

Only on yesterday we heard about the loss of more lives caused by tornadoes that were taking place in Alabama, Mississippi, and other Southern States. It seems that every time we pick up a newspaper—because of these freaks of nature and because of insufficient warning, billions of dollars worth of property is being destroyed and hundreds of lives are being lost. Many of the Members here believe that this loss could be minimized if the Weather Bureau were given sufficient funds to carry on the necessary research, and to provide the necessary services that would provide accurate warnings in time to save these lives. I am not asking for a large increase, in fact less than \$2 million dollars more than the Appropriations Committee has recommended. I notice the committee said in its report that they were allowing \$1 million to operate the new facilities that were authorized in the past 2 years by Congress. It is my understanding that this reduced figure of \$1 million will not be sufficient to man all the authorized facilities, but instead will leave many Weather Bureau stations seriously understaffed.

It is also my understanding that the committee has refused a request of \$400,000 for an electric computer to be used in new hurricane and severe storm re-

search programs. Some of the experts and scientists in the weather prediction field tell me that they have almost exhausted the possibilities for further improvement in forecasting by standard methods, and that insofar as predicting hurricanes and tornadoes is concerned, they now are looking to the use of electronic computing equipment in order to get better and more advance warnings to the people sooner than is now possible. That electronic computer item is only \$400,000, and will be used to analyze and forecast all major types of storms.

It is also my understanding that the mandatory retirement costs in the Weather Bureau will amount to about \$1,300,000, and that the committee has allowed only \$1 million for this purpose. If those mandatory cost figures are correct, the committee will not be allowing the full \$1 million to staff these stations but only \$700,000, which would not be anywhere near enough to carry out this work.

I do not have the exact figures at this moment, because I did not not think this bill was going to be read as fast as it has been read. I also do not know exactly how much the Weather Bureau asked of the Department of Commerce, but I understand they asked for several million dollars more than the Department of Commerce requested of the Bureau of the Budget. And I understand the Bureau of the Budget further cut the request of the Department of Commerce by several million dollars more.

It is the feeling of all experts in the weather field that much more should be expended for forecast and warning services than is being expended now. These required services certainly cost more than the approximately \$2 million amendment I am offering, which would merely equal the request already approved by the Bureau of the Budget.

In glancing through the hearings I note that because of increased salary costs the Department of Commerce this year went ahead and used some money appropriated initially for research to pay mandatory salary increases of scientists and meteorologists. But all of us know that you cannot train a meteorologist or forecaster over night. It takes time to train scientists and meteorologists, and the Weather Bureau did not want to lose their trained staff almost overnight. So in order to do the best job they could, with the money they had available, they used some research funds on the recommendations of the Department of Commerce, as I understand it, to pay part of the increased salaries of these scientists. That was done under a broad, general agreement throughout the Government. I think it is understandable, because once you lose some of these meteorologists, it is impossible to get other trained ones to take their place.

I think that this recent slash in Weather Bureau requests will mean that we are going backward instead of forward in our drive for better storm warnings.

It is my understanding that the amount allowed in this bill will set us back to about the same conditions we had 3 years ago. After taking into consideration the increased salary costs and

equipment and other mandatory costs, and moving forward to the amount proposed in this bill, I feel that we are ending up about where we were 3 years ago. Many of you will remember the full and frank discussion on the floor 2 years ago when a couple of million dollars were added to the bill under a unanimous consent agreement with the committee. Thereafter the Senate raised that amount several million dollars more for research. I thought it was the clear intent of Congress that we were to go along and see that the Weather Bureau was given sufficient funds to do a good job. In my honest belief, this amount we have before us today will not do the job. It is going to set us back. This inadequate amount will not get the results we want in the next year or so to provide warning services to the people who need them as protection against hurricanes and tornadoes. Instead this reduced amount will set the planned weather service program back several years. In the interests of more protection for all States. I hope the Committee will adopt this amendment.

Mr. PRESTON. Mr. Chairman, I rise in opposition to the amendment.

Mr. Chairman, I should like to make it very clear that the Weather Bureau has had preferential treatment in the last 2 years at the hands of this subcommittee and the Congress, highly preferential treatment. In the last 2 years we have given them an increase of \$10,650,000.

As far as the statement made by my distinguished friend from Rhode Island that we were setting them back is concerned, I would like to point out that in 1955 they had 4,092 regular positions. This year under what we have allowed them they will have 4,742, or 650 more positions than they had in 1955.

This is what we have done to this agency this year. We cut them \$200,000 below their 1957 figures for research. \$200,000 out of this big appropriation. In addition, we have cut from the new money they were requesting in 1958 \$74,200 for the retirement fund because we disallowed some of the positions.

We took \$1,022,000 out of the Aviation Weather Service. This was a new program the Weather Bureau sought to inaugurate to create new stations along the Federal airways to transmit Weather Bureau information to pilots at given intervals. We took the position that the weather services they are getting now are adequate, and that it would be a real luxury to have additional weather stations spotted along the Federal airways to radio weather information to the pilots. We took that out.

We disallowed 15 positions for staffing new facilities. They were asking for 135. We cut them by 15 positions and \$97,900.

We took out \$400,000 for research, for the very reason that, as the gentleman from Rhode Island said, \$600,000 had been taken out of the research money for this fiscal year to pay civil-service salary increases for their top people. Apparently they did not need research funds too much, since they were

willing to divert some of their research money into salaries.

We reduced administration by \$25,800 because we disallowed some of the positions.

We think we have treated them fairly. They have had preferential treatment in the past 2 years. I submit that if we are going to accomplish our aim of economizing, we can economize to this small amount in the Weather Bureau. I ask the Committee to vote down this amendment.

Mr. BOW. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I agree thoroughly with everything our distinguished chairman has said as far as the treatment given to the Weather Bureau by this subcommittee is concerned.

I should like with some pride to report on what has happened in my own congressional district in connection with some of these matters which I think could happen elsewhere. We do have tornadoes in our district at times. We need detection instruments in the Weather Bureau. There has recently been one installed in my congressional district, a radar that was installed by the Timken Roller Bearing Co., which bought the equipment, had it installed, paid all the expenses, and then turned it over to the United States Government and to the Weather Bureau for operation.

I believe if other areas were to cooperate in that manner we soon could find some way to reduce this tremendous budget. That is used for a specific area. I want to commend the Timken Co. of my district who have seen fit to make these installations and then turn them over to the Government, at a saving of approximately \$60,000 in that one unit alone.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Rhode Island [Mr. FOGARTY].

The amendment was rejected.

The CHAIRMAN. The Clerk will read.

The Clerk read as follows:

TITLE IV—GENERAL PROVISIONS

SEC. 401. No part of any appropriation contained in this act shall be used for publicity or propaganda purposes not heretofore authorized by the Congress.

Mr. GROSS. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. Gross, of Iowa: Page 27, line 21, insert "(a)" immediately following "Sec. 401." and immediately following line 23 on page 27 insert the following:

"(b) No part of any appropriation contained in this act shall be used for payment of any expert or consultant, or of any management engineering corporation, company, firm, or other organization, for the performance of any service relating to the management or organization of the Department of Commerce or any bureau, administration, office, corporation, or other agency thereof, the Canal Zone Government, the Panama Canal Company, or any independent board, corporation, or commission, unless the utilization and payment of experts or consultants or of management engineering corporations, companies, firms, or other organizations, is specifically authorized by law for the performance of such service."

(Mr. GROSS asked and was given permission to revise and extend his remarks.)

Mr. GROSS. Mr. Chairman, this is the amendment which I offered to the Labor, Health, Education and Welfare bill and which was objected to by the chairman of that committee, the gentleman from Rhode Island [Mr. FOGARTY], who had some reservations. I believe he felt the amendment was a good amendment except it might affect certain consultative services, particularly in the National Health Institutes. I have stricken out the language to which, I believe, he had objection and the language to which others on this side of the aisle had objection on that occasion. It now applies to experts, consultants and management engineering firms hired for the purpose of telling departments how they should run their business. It seems to have become the fashion in government to go out and hire some firm or a bunch of consultants to come in and tell them how to handle their personnel and how to run their agency or department of government, and it has cost the taxpayers a lot of money.

Mr. SHELLEY. Mr. Chairman, will the gentleman yield?

Mr. GROSS. I yield.

Mr. SHELLEY. Would the gentleman say that that is what is meant by the so-called business administration?

Mr. GROSS. I am not sure as to what the gentleman refers. This amendment does not go as far as I would like it to go to cure this situation, but I do believe it will be helpful. I believe it will serve as a deterrent. The Department of Commerce so far as I know has not, at least in the past year or two, employed management consultants and experts to tell it how to run its business, but it could do so unless Congress applies the brakes. I hope the committee will accept this amendment.

Mr. PRESTON. Mr. Chairman, will the gentleman yield?

Mr. GROSS. I yield.

Mr. PRESTON. The committee has studied the amendment and it has been discussed on both sides of the aisle. We think the amendment has much merit and we are prepared to recommend to the Committee of the Whole that the amendment be adopted.

Mr. GROSS. I thank the gentleman.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Iowa [Mr. Gross].

The amendment was agreed to.

The Clerk concluded the reading of the bill.

Mr. ROONEY. Mr. Chairman, the following testimony of Secretary of Commerce Weeks may be of interest:

SECRETARY WEEKS' TELEVISION APPEARANCE

(Witnesses: Hon. Sinclair Weeks, Secretary of Commerce; Louis S. Rothschild, Under Secretary for Transportation; George T. Moore, Assistant Secretary for Administration; C. D. Curtiss, Commissioner, Bureau of Public Roads; Oscar H. Nielson, Departmental Budget Officer)

Mr. PRESTON. The committee will come to order.

We are glad to have with us again this morning the Secretary of Commerce, the

Honorable Sinclair Weeks, who had to leave a little early when he was here before and some members did not get a chance to ask general questions of the Secretary.

Before passing the general questioning this morning, several questions have arisen in my own mind that I would like to quiz the Secretary on.

NEWSPAPER COMMENTS

Mr. Secretary, since you were here before in support of this budget, it has come to my attention, through the press, that you have made certain comments concerning the Commerce budget for 1958. One such comment was made, according to the Washington Daily News, on March 18, 1957, contained in an article by Marshall McNeil, entitled "Budget Nerve Battle in Upper New York State."

The article says, and I quote:

"The weekend was studded with budget news. Commerce Secretary Sinclair Weeks told an upstate New York TV audience that the President's \$71.8 billion budget merely provides for services Congress ordered. 'The way to cut spending,' he says, 'is to stop continually adding to things that the Federal Government is doing in the way of handouts to the States.'"

"Mr. Weeks said if Congress wants to start cutting, they can take approximately \$50 million out of his Department's \$804 million budget."

"This," he said, "reflects items that they have increased from the recommendations that the Department of Commerce has made." He did not pinpoint these items."

In the Washington Evening Star, in an article dated March 18, 1957, by Robert K. Walsh, the same statement by the Secretary is contained therein.

Now, of course, we have no alternative but to explore this a little bit, and to find out from you, Mr. Secretary, where we might reduce this budget by \$50 million.

So, at this time if you will give us the items where we can reduce it by \$50 million, we will be glad to make a note of it.

Could you do that?

FEDERAL AID AIRPORT PROGRAM

Secretary WEEKS. Respecting the \$50 million, I was referring to 2 items, the first of which encompasses "Aid to airports." The Department had \$20,500,000 in the "Aid to airports," and felt that we should go along at that rate.

The Congress added, or increased, the amounts to \$63 million for 4 years. That is an increase of \$42,500,000. I and the Department, as well as the administration, were very much against that very substantial increase made firm for a 4-year period, but the Congress went ahead with it.

The other item—

Mr. PRESTON. Now, before we leave that, Mr. Secretary, do you recommend that we eliminate the \$35 million in this bill for Federal aid to airports?

Secretary WEEKS. No; I do not recommend you eliminate the \$35 million.

Mr. PRESTON. Well, you said here—

Secretary WEEKS. I made a statement that the Congress had forced additional funds in the amount of \$42.5 million into this particular grant-in-aid program. I certainly do not recommend eliminating any \$35 million, and I would come back to the very point that I tried to have prevail when the aid to airports bill was before the Congress, and to keep the figure at \$20.5 million.

Mr. PRESTON. Well, now, let us see if this is an accurate statement. The News article, in quotation marks, purported to quote you verbatim:

"If Congress wants to start cutting, they can take approximately \$50 million out of his Department's \$804 million budget. 'This,' he said, 'reflects items that they have in-

creased from the recommendation that the Department of Commerce has made.'"

Is that an accurate statement?

Secretary WEEKS. Well, it is and it is not.

Mr. PRESTON. Did you say that?

Secretary WEEKS. I said substantially that. I said, in effect, what I have just detailed here.

Mr. PRESTON. But this article purports to quote you verbatim by inserting quotation marks at the beginning of the statement and at the end. Is that an accurate statement as reported by Mr. Marshall McNeil?

Secretary WEEKS. Well, obviously, it is not an accurate statement as reported by Mr. McNeil, because the aid program involves \$63 million, and the aid program that we recommended involved \$20.5 million, a difference in that item of \$42,500,000.

The fact that it is not all in in this year, I presume, is because the work has not progressed to that extent, but the authorization is there, and the obligation to spend the money as soon as the bills come in.

We may have to come in with a supplemental to take care of the obligations.

SUGGESTED BUDGET REDUCTION BY THE SECRETARY

Mr. PRESTON. Were you speaking on this TV program referred to in this article from a prepared text?

Secretary WEEKS. I was not.

Mr. PRESTON. And it is your testimony that this direct quote attributed to you is not accurate?

Mr. ROONEY. Read the quote, would you please, Mr. Chairman, at this point in the record, so there will be no misunderstanding on the part of the Secretary.

Mr. PRESTON. The quote, again, is as follows:

"If Congress wants to start cutting, they can take approximately \$50 million out of his Department's \$804 million budget. This reflects items that they have increased from the recommendations that the Department of Commerce has made."

Now, it is your testimony that that is not an accurate statement?

Secretary WEEKS. Well, I do not think you can answer that question categorically. There is a certain amount of money—\$35 million—in for "Aid to airports" now, but the obligation is there, and when the bills come in we have to come up with a request just as we do in the operating subsidy in the Maritime Administration.

If the bills come in and we do not have the money, we come back here and ask you for more.

QUESTION OF WHERE COMMITTEE CAN REDUCE BUDGET

Mr. PRESTON. Mr. Secretary, this statement would lead the public to believe that there is \$50 million in this bill that we could take out that you have recommended against. If that is the case, we want to know where it is because we want to cooperate with everyone who wants to cut this budget. In fact, I suspect we will go them a little better before the show is over. Can you find this \$50 million for us, and put your finger on it this morning, so the committee can be guided along those lines?

Secretary WEEKS. I have answered the question as best I can.

Mr. PRESTON. All right. Is there any other item besides this Federal aid to airports that you want to mention?

FOREST HIGHWAY PROGRAM

Secretary WEEKS. I mentioned the increase the Congress voted in the forest highway program of \$7.5 million, which made up the \$50 million to which I referred.

Mr. HORAN. That figure was a \$4.5 million increase?

Secretary WEEKS. It was increased \$7.5 million to \$30 million. The authorization is \$30 million.

Mr. PRESTON. Mr. Secretary, are you referring to the basic law that authorized that amount, or the appropriations?

Secretary WEEKS. I am referring to the authorization.

Mr. PRESTON. The authorization?

Secretary WEEKS. Yes, sir; the authorization is a commitment to spend.

Mr. PRESTON. As passed by the Congress?

Secretary WEEKS. Yes, sir.

RESPONSIBILITY OF EXECUTIVE UNDER CONSTITUTION

Mr. PRESTON. Let me point out, Mr. Secretary, that there is a dual responsibility in this field of authorizing legislation, although Congress passes the act and sends it to the President.

The Constitution says:

"Every bill which shall have passed the House of Representatives and the Senate shall, before it become a law, be presented to the President of the United States. If he approve he shall sign it, but if not he shall return it, with his objections to that House in which it shall have originated, who shall enter the objections at large on their Journal, and proceed to reconsider it."

So, the authorization bill that you referred to concerning airports and the authorization bill you referred to concerning an increase for forest highways had not only the approval of Congress, but they also had the approval of the President.

Secretary WEEKS. Well, I think if you would give the President an item veto, you would get a lot of appropriations back. That is just my guess.

Mr. ROONEY. That would not be an answer to the chairman's question.

PRESIDENTIAL VETO POWER

Mr. PRESTON. Not at all. We are talking about an authorization. Could he not have vetoed these bills passed by the Congress?

Secretary WEEKS. Unless they come in such a form that he would have to veto a lot of other items with it.

Mr. PRESTON. What about these specific bills? In these two cases, Federal aid to airports and forest highways, they were separate bills that he could have vetoed and sent back to the Congress if he had not approved.

Secretary WEEKS. I think that is correct, but the administration struggled very hard not to have that amount increased.

Mr. PRESTON. Well, the President could have voted both of these bills. There is no dispute about that. We all agree on that. The responsibility is not solely on Congress as to the increased authorization.

Secretary WEEKS. Mr. Chairman, I have never said the responsibility was solely on Congress. In fact, I made a speech a week ago Saturday, and I said the executive had some responsibility and the Congress had some, and the people of this country who keep demanding these services have considerable responsibility. This is a stool with three legs to it.

INCREASES IN COMMERCE BUDGET

Mr. PRESTON. Mr. Secretary, another statement attributed to you in this article is as follows:

"The way to cut spending is to stop continually adding to the things that the Federal Government is doing in the way of handouts to the States."

I do not think anyone can complain about that statement as one way to stop spending. But, in the budget before us you have approved many items over and beyond the present program level; is that not true?

Secretary WEEKS. Well, I may or may not have. Have I, Mr. Moore or Mr. Nielson?

Mr. PRESTON. Let us take, for instance, CAA.

Mr. MOORE. Yes; there are some things.

Mr. PRESTON. We have a large increase in the CAA program for fiscal year 1958, over the present level, do we not, in this budget?

Secretary WEEKS. Well, where I see a program that I think ought to be supported, I would certainly recommend it, and I have in the case of the CAA.

Mr. PRESTON. We have an increase in the Weather Bureau likewise.

Secretary WEEKS. Over last year?

Mr. MOORE. Yes, sir.

Secretary WEEKS. Well, that increase is tied substantially to aviation requirements and to an increased use of the upper air for transport, particularly military, and for the necessity to study the upper atmosphere as it never has been studied before.

We are spending, I think, in the Civil Aeronautics Administration almost 3 times what we spent, if you approve the appropriation, when I came down here 4 years ago, but I certainly—if you want to ride safely in airplanes—think we have to spend it.

Mr. PRESTON. Well, in the Maritime area we also have an increase as against 1957 of \$11 million.

Secretary WEEKS. I do not think so, sir.

Mr. PRESTON. That includes ship construction.

Mr. MOORE. That is right.

Secretary WEEKS. We took some out of that the other day to ask you to shift it over to the Civil Aeronautics Administration's program of VORTAC.

Mr. PRESTON. But even so, there are still new items under the Maritime appropriation for ship construction in this budget.

Secretary WEEKS. I think the program is less than last year; is it not?

Mr. ROTHSCHILD. Yes, sir.

Mr. PRESTON. It is because of the cut that the committee gave the item last year.

Mr. MOORE. I do not think so, Mr. Chairman.

Mr. PRESTON. Well, speak up in defense of yourself.

Mr. MOORE. With the taking of the \$25.5 million, I believe that—well, I know—the ship-construction estimate is less than last year's.

Mr. NIELSON. Last year, Mr. Chairman, the ship-construction appropriation was \$100,700,000.

Mr. PRESTON. Of course, there was a nonrecurring item in there of a nuclear tanker for \$18 million.

Mr. ROTHSCHILD. All ship-construction items are nonrecurring, Mr. Chairman.

Secretary WEEKS. You have got it right there; read it off.

Mr. PRESTON. But that was a special project.

Mr. MOORE. Ship construction last year was \$100.7 million, and this year it is \$94.5 million.

Mr. PRESTON. Your figures are correct unless you take the nuclear tanker out, which was a special item as a nuclear experimental proposition, as compared to the normal shipbuilding program.

Mr. NIELSON. Mr. Chairman, all of the ship-construction program as such is nonrecurring.

Mr. PRESTON. That is right.

Mr. NIELSON. And is basically a new program each year.

Mr. PRESTON. Yes, sir.

Secretary WEEKS. They did not adjust, you see, the \$100.7 million. They did not adjust it by the fact that this is a nonrecurring item.

Then, we come to this figure which we adjusted the other day when I was here, by taking \$25.5 million off which brings it down to \$94.5 million.

Mr. PRESTON. Mr. Secretary, these are your self-serving figures prepared by your budget officer. The ship-construction program, while it may not be recurring as to the individual ship, has a similarity year after year in building and replacing cargo ships, and that sort of thing. There will not be any recurrence of the construction of the nuclear

tanker because that was an experimental prototype.

Now, speaking of cutting, do you have any new positions in your own office for fiscal 1958, Mr. Secretary?

PERSONNEL REQUESTS FOR GENERAL ADMINISTRATION

Secretary WEEKS. Any new positions?

Mr. PRESTON. Yes, sir.

Secretary WEEKS. I think there are two men in the "General administration" account.

Mr. NIELSON. We have four.

Secretary WEEKS. It is two men, is it not?

Mr. MOORE. No; it is 4 net, 2 in your Office and 2 in the Under Secretary of Transportation's Office.

Mr. PRESTON. There are 2 in the Under Secretary's Office of Transportation, and 2 in Mr. Weeks' immediate office.

Mr. NIELSON. That is correct.

Mr. PRESTON. Making a total of four?

Mr. NIELSON. Yes, sir.

Mr. PRESTON. So, economy begins at home like charity, does it not, Mr. Secretary?

Secretary WEEKS. I do not think anyone could controvert that statement.

COMMITTEE MARKUP ON COMMERCE BUDGETS FROM 1954 TO 1957

Mr. PRESTON. Now, let us see: Your comments over TV, as carried in the press, would give the impression that perhaps you fear this committee might not bring about some economies.

Now, for the sake of the record, and for the general information of everyone present, I would like to point out that in fiscal year 1954, during your administration as Secretary, the budget estimate was \$1,131,195,925.

The House committee sustained by the House of Representatives, reduced this to \$861,136,925, or a reduction under your budget estimates of \$270,059,000.

In 1955, the next year under your administration, the budget estimate was for \$930,997,000. The House action reduced that to \$786,872,000, or a reduction of \$144,125,000.

In 1956, while you still were Secretary of Commerce, your budget estimate was \$1,347,800,000. The House reduced that to \$1,103,560,000, or a reduction of \$244,240,000.

In 1957, last year, your budget estimate, as approved by you and as approved by the President and sent to the Congress, was \$1,453,568,000. The House action reduced that to \$1,313,153,000, or a total reduction of \$140,415,000.

In other words, Mr. Secretary, since you have been Secretary of Commerce and approving budget requests and sending them to the Congress through the Bureau of the Budget, this committee has reduced your budget requests by the sum of \$798,839,000, which I think, is a pretty good record for economy.

Do you agree that this committee has already been practicing some economy in the area of Federal spending?

Secretary WEEKS. I have a very high regard for this committee, Mr. Chairman.

Mr. PRESTON. Do you agree that we have been practicing some economy in the area of the Federal budget?

Secretary WEEKS. In some areas.

Mr. PRESTON. Well, if we were to ask you which areas, you would go back to those which you have already discussed, would you not?

BUDGET INCREASE OF 27 PERCENT

Mr. ROONEY. Mr. Chairman, it is awfully difficult to understand this. I wonder if in these newspaper articles it was disclosed that the Secretary was here this year asking for 27 or 28 percent more money than in the present fiscal year?

Is there any indication of that?

Mr. PRESTON. Not in the articles, Mr. ROONEY.

Mr. ROONEY. That is right; is it not?

Mr. Secretary, you are asking for 27 or 28 percent more?

Secretary WEEKS. I do not know whether it is 27 or 28 percent; we are asking for more.

Mr. ROONEY. We were told by you a week or so ago it was 27 percent. But in any event, it is the difference between \$632,650,000 in the current year, and \$803,790,000 requested by you in the coming year; is that correct?

Secretary WEEKS. We are asking for more; yes.

Mr. ROONEY. Are these figures that I gave you correct?

Secretary WEEKS. I do not know whether it is 27 or 28 percent.

What is it?

Mr. NIELSON. The figures shown in the committee print are \$632,650,000 and \$803,790,000.

Mr. ROONEY. Yes; at page V. The figures I quoted are correct, and the requested increase is between 27 and 28 percent.

Am I right?

Secretary WEEKS. I would like to say—

Mr. ROONEY. Am I right?

Secretary WEEKS. The figure that was incorporated last year was—I want it without the adjustment—

Mr. ROONEY. Just take a look at page V, Mr. Secretary, if you will.

Secretary WEEKS. This is before we adjust for nonrecurring items, is it not?

Mr. NIELSON. That is correct.

Mr. ROONEY. Let us simplify this. How much more percentage-wise are you asking right now than you have at the present time?

Secretary WEEKS. The increase is from \$633 million, approximately, to \$804 million; whatever percentage that is, I do not know. I do not have my slide rule with me.

Mr. ROONEY. You were here about 10 days ago and you computed it at 27 percent, in answer to a question of mine. Do you recall that?

AREA ASSISTANCE LEGISLATION IN PLACE OF THE DOUGLAS BILL

Mr. PRESTON. Mr. Secretary, let us pursue this just a step further.

You are talking in terms of what Congress does by way of authorizing legislation that requires additional spending.

On page 143 of the committee print, at the bottom of the page, there is an item entitled "Area assistance activities." It reads as follows:

"(Under proposed legislation, 1958) legislation will be proposed to authorize broader assistance to areas of substantial and persistent unemployment, including loans and grants for the purpose of promoting economic development in such areas. An appropriation of \$53 million is anticipated for the program, of which \$50 million is to provide capital for a revolving fund."

Did you approve that language to go into the budget, Mr. Secretary?

Secretary WEEKS. Yes, sir.

Mr. PRESTON. You propose to support this legislation?

Mr. ROONEY. Perhaps this is the \$50 million that the Secretary was talking about, as reported in the press. Is this the \$50 million?

Secretary WEEKS. No. This is the fifty-million-odd dollars for area development, and it is a piece of legislation the administration is supporting, and which we hope will prevail over the Douglas bill, which proposes about 6 times as much as we propose, if I recall the figure correctly, and which passed the Senate last year, but failed, I think, to get a rule in the House, so that the legislation was not adopted.

Mr. PRESTON. You do support the smaller version of the bill?

Secretary WEEKS. I support the version which is about one-sixth of the version that the Democratic bill proposes.

Mr. PRESTON. But what you are saying, in effect, is "Although I think they can cut out \$50 million in this year's budget, I am going to feed them \$50 million back that they will have to appropriate for area development."

You are nullifying completely the \$50 million you were talking about on television by this appropriation, are you not?

Secretary WEEKS. I would not put it exactly that way.

Mr. PRESTON. In my bookkeeping, it comes out even.

Mr. YATES. How would you put it, then?

Secretary WEEKS. Can I hope that the committee, or the members of the committee, will support our bill in place of the Douglas bill?

Mr. PRESTON. I would not commit any members of the committee as to what we shall do if and when this measure comes up, Mr. Secretary.

I do not mind telling you how I personally shall vote on this measure. I am going to be consistent. If I am going to help economize in the Government, I am going to vote against this authorizing bill.

We find, Mr. Secretary, that statements made off the cuff, on a television program, while in the best of good faith and good intention, do not always stand up when subjected to the record.

The Secretary is here primarily for another purpose, but he also came back for general questions. Mr. Rooney, do you have any questions of a general nature?

Mr. ROONEY. Not at the moment.

Mr. PRESTON. Mr. CLEVENGER?

MERITS OF TACAN

Mr. CLEVENGER. I may be all wrong, Mr. Secretary, but I have got a strong feeling that everything is not strictly "kosher" on that shotgun wedding between Tacan and our VOR.

I would like, before I embark on a \$600-million to \$700-million spending plan, to feel assured that TACAN will deliver the goods. I cannot imagine the improvement being so rapid in 2 years. I have seen nothing that would lead me to believe it.

I, for one, have got an uneasy feeling, and when I have those things, they usually pay off. This thing, as I said, just does not smell right to me.

I would like some assurance from you, if you have it, or from some source, other than just the statements we had here, that this is a successful operation and will give us the air safety that we want, and it is practicable. It is a \$600-million to \$700-million venture. That is a lot of money in my book.

Secretary WEEKS. I will ask Mr. Rothschild to answer that.

Mr. ROTHSCHILD. May I answer that, Mr. CLEVENGER?

Mr. CLEVENGER. I want somebody to answer it. As I told you, I do not think the thing is wholly "kosher."

Mr. ROTHSCHILD. I could see where anyone who has not been in the thick of this would have some reservations about it.

In order to try to dispel those reservations of yours and anyone else's, we have arranged to have a trip to the VORTAC installation at Phillipsburg.

Mr. CLEVENGER. You remember I made one to Atlantic City 2 years ago.

Mr. ROTHSCHILD. That was for TACAN, not VORTAC.

Mr. CLEVENGER. This is one part of the shotgun wedding I referred to.

Mr. ROTHSCHILD. We would hope every member of the committee could go along on that trip so that they could see firsthand just exactly how this is operating.

I agree with you that they should see, and several members of the committee have indicated that they would want to go. I hope you, too, will find it possible to go, because

you will have your fears put at rest, I am confident.

Mr. CLEVENGER. Just one little trip to one installation and you could remove that fear?

Mr. ROTHSCHILD. We could not take you to more than one installation. That is all we have at the moment, Mr. CLEVENGER.

Secretary WEEKS. Mr. Chairman, this air navigational equipment is a modern scientific development. It is something that the layman does not understand. I think you have to take some things on faith. You surround yourself with people who understand this equipment, and what its potential of service is. Starting in our own Department—there are Mr. Rothschild and Mr. Pyle of Civil Aeronautics. Mr. Curtiss, who was studying this overall picture from the White House standpoint, is a longtime expert in the field, and he has surrounded himself with expert people. With these, and the Air Force investigations and studies—you have people, I think, who are men of character and ability and know the subject. I think the layman has to realize what is ahead of us in this air business and follow the lead of those who we think know their business.

Mr. CLEVENGER. I do not want to be like the trusty sheep down at the stockyards that follows the billy goat up to the slaughter pen and he detours to the right and they go into the slaughter pen. They do it all day long, and there has not been a goat killed yet.

Secretary WEEKS. I do not want to have you in that position, Mr. Congressman.

TOLEDO AIRPORT

Mr. CLEVENGER. It would not be the first time I have been taken for a ride, I would remind you.

I agree that we should keep the lid on this. I helped get it in shape for you when you came here with these airfield matters. I think the money ought to be spent where the traffic is. I do not want to get into any of these cow pasture field maneuvers any more—building them hither, thither, and yon. We have got a beautiful example in Toledo, with the new airport that the city built with its own money.

But we cannot get flights to make the field of any particular use because they are just not there. The big lines do not want to stop. If you are in Miami and want to go to Toledo, you can go to Detroit quicker. That is where the flight would go.

The pattern is pretty well set. They have had it for a couple of years and are now trying to arrange for improved local flights. It is just that putting millions into that airport and getting assessed for it did not bring the flight pattern they wanted. About once or twice a day you can fly into that airport, yet there are 400,000 people living there in the county.

Secretary WEEKS. Have you made a request of the Civil Aeronautics Board, which has control?

Mr. CLEVENGER. I do not think they would have any difficulty with the CAB, but the airline companies do not want to make the stop.

Secretary WEEKS. The CAB runs the route pattern. I think they can have them stop if you make a case.

AIRPORT DAMAGE CLAIMS

Mr. CLEVENGER. I have sat here during the time of the air damage claims connected with the Government-built ports. The man who used to present the claims to us used to almost drown with perspiration when he presented those fake claims for damage.

Uncle Sam was a goat for years, until finally I lost my temper one morning and I said, "This is it; we do not take any more," but the Senate said, "You can keep adding them. You can bring them down here," and this poor devil had to go through this ordeal.

It was a southern port usually what they claimed was settled in full. If they looked at a northern port, that was settled. It was customary to give them 20 or 25 percent. That was a scandal. It would have been excused, if I was not a little bit skeptical of this outfit. I do not want to open that up again and open the Treasury of the United States to such ungodly raids as they made on us here for years.

I did something about it when I became chairman and we had it off our hands right quick. Now the legislative committees, I will have to admit—it was not your Bureau—pushed more money on your hands than you want. You just said so and we know it is so.

I can vote against them, but we happen to be the minority. The public does not believe it. They charge us with the responsibility of this action. I just do not want to make a \$700 million mistake on this air-safety program. I do not think it has been properly demonstrated to us that the bugs have been picked out of that thing.

INSPECTION OF VORTAC INSTALLATION

Mr. ROTHSCHILD. That is precisely why we want you to take a trip, Mr. CLEVENGER. You name the date and we will set it up for you.

Mr. YATES. Will we know more after the trip than before?

Mr. CLEVENGER. I doubt it. We know they lost us on a perfectly bright day up at Atlantic City. They found the one I was on, but the one Mr. HORAN was on they could not locate.

Mr. YATES. How did Mr. HORAN get back?

Mr. CLEVENGER. He was up in the air. He was definitely in no danger.

Mr. HORAN. I definitely want to go on that trip.

Mr. CLEVENGER. They did not locate your plane. It was a pretty day and they knew right where they were. You will just have to pardon me if, in an excess of caution, I feel that way about it. I am really anxious to have safety in the air and the last thing I want is national bankruptcy for my country.

If we keep on the way we are going, I agree with the Secretary of the Treasury, I do not want my hair curled. I have got a nice head of white hair and I want to keep it just as long as I can. It does not look well curled, but it is a serious matter to me, to come here and adopt a \$700 million program to start, with no assurance that it is going to bring the thing we want, which is air safety.

I have said too much, perhaps, but I still think that it is just now strictly "kosher."

Mr. PRESTON. Mr. Bow, do you have some general questions?

Mr. Bow. Yes, Mr. Chairman.

INCREASE IN AUTHORIZATIONS

Mr. Secretary, reference has been made to this TV program that you were on. I think perhaps the reporting of it was somewhat unfortunate. I am sure the Secretary meant no offense to this committee.

The chairman has indicated what the Constitution provides. I should like to refer to the Constitution, article I, section 7, which provides that:

"No money shall be drawn from the Treasury but in consequence of appropriations made by law."

So the Secretary is quite correct when he refers to it being the responsibility of the Congress on the question of appropriations.

On the question of authorization, the Secretary has spoken about aid relating to Federal airports. I might say that I not only voted against that bill, but I spoke against it on the floor of the House, because it took away from the Appropriations Committee its authority on making appropriations for aid to airports.

It is the great authorizations that have been made by the Congress that have increased the budget materially from time to time.

I read the article last night, as did the chairman. I was at first surprised, but after thinking it over, I came to the conclusion perhaps the Secretary had some substance in what he had to say.

I can assure you that knowing this committee as I do, and each member of it, that we will look this budget over carefully, and we will take from it anything that we believe—at least so far as this member is concerned—is not absolutely necessary, as we have done in the past.

That is all I have, Mr. Chairman.

Mr. PRESTON. Mr. HORAN, do you have any general questions?

Mr. HORAN. Off the record.

(Discussion of the record.)

TIMBER SALES

Mr. HORAN. If I may go back on the record, now, I do not know whether the committee is aware of the tremendous income we receive from timber sales and grazing fees from our Federal forest reserves. If I may, Mr. Chairman, at this point, since we are considering a considerable sum here for forest highways, I would like to read into the record the income we get from our forest stumpage sales and grazing fees.

In fiscal year 1956 we got a total income of \$116,997,000 out of forest reserves; fiscal year 1957, we got a total of \$123,930,000 from our timber sales.

Secretary WEEKS. Is that just stumpage?

Mr. HORAN. No; grazing fees and our stumpage was \$116,730,000. Last year our stumpage was \$110,124,000.

FOREST HIGHWAYS PROGRAM

Unexpended balances

We are estimating total sales of \$148,750,000 from timber sales this year, a total income from the forest reserves of \$156,400,000. However, as important as forest highways are, without which, of course, we cannot have forest roads and trails, which open up working circles and allow us to make these timber sales, I would gather, from reading the committee print that you did not spend all your money that was allowed you for forest highways last year.

Is that true, Mr. Curtiss?

Mr. CURTISS. That is correct. We carried forward into this fiscal year an unexpended cash balance of approximately \$1,300,000. However, it should be understood that for all practical purposes a figure of that size in this program represents little more than working balances in the several disbursing offices handling payments of forest highway construction vouchers. Against that small unexpended cash balance we carried forward unliquidated obligations totaling \$18,452,000, plus.

I might add also that during the 1956 fiscal year, obligations were recorded in connection with contracts awarded and survey and design work authorized, for a total of \$20,600,000. This total is \$1,900,000 below the authorization rate for forest highways at that time.

Mr. HORAN. Do I gather from that that your authorization was for \$30 million?

Mr. CURTISS. No, sir. Not for the fiscal year 1956. The \$30 million authorizations were not effective until the passage of the 1956 act which provided the larger authorizations for the fiscal year 1958 and 1959.

Mr. HORAN. Mr. Curtiss, would you please explain briefly how the forest highway program operates and what is involved in your budget estimate.

Mr. CURTISS. I would be pleased to. The authorizations for the forest highway program are provided in the regular Federal-aid highway acts. Authorizations for the fiscal years 1956 and 1957 in the amount of

\$22,500,000 for each year were provided by the 1954 Highway Act. The 1956 Highway Act increased the authorizations to \$30 million for each of the fiscal years 1958 and 1959.

Contract authority is provided for the forest highway program, which, of course, means that following the apportionment of funds by States, contracts can be awarded and survey and design projects may be authorized which results in obligations being incurred in advance of actual appropriation of funds to liquidate those obligations.

OBLIGATIONS

During recent years we have administratively controlled the program to obligate approximately the annual authorization rate each year. On that basis during 1956 our program objective called for obligation of approximately \$22,500,000. The reason we failed to reach this figure is because many of the States in the East who participate in the forest highway apportionments must necessarily save up several years' apportionments before a sufficient amount is available to award a project of reasonable size. Generally speaking, we would take the view that our program objective for 1956 in total obligations was attained.

During the fiscal year 1957 it has been our objective to obligate approximately \$30 million, which is consistent with the new authorization level. It should be recognized that the first of the larger authorizations—the one for fiscal year 1958—was apportioned by States effective August 1, 1956.

In a construction program such as forest highways, where contract authority is provided, it is not necessary to request appropriations at the time obligations are expected to be incurred, since a considerable lag occurs between obligation and expenditures. In other words, our appropriation estimates are simply the best estimates we can make of the cash that is expected to be required to make contract liquidating payments to contractors as the forest highway projects progress and are completed.

For that reason, during a fiscal year in which we are obligating the funds authorized for that fiscal year, it is quite likely that our appropriation estimates for that same year will represent appropriation of funds authorized for the previous year or perhaps even a part of the year before that.

During fiscal year 1957 we are actually obligating a part of the funds authorized for the fiscal year 1957 as well as a portion of the funds authorized for the fiscal year 1958. On the other hand the appropriation for the fiscal year 1957 represented \$16,750,000 of the fiscal year 1956 authorization and \$6,250,000 of the 1957 authorization.

In the case of the 1958 estimate, obligations will be against portions of the authorizations for fiscal years 1958 and 1959, while our budget estimate of \$28 million would represent appropriation of the \$16,250,000 balance of the 1957 authorization and \$11,750,000 of the authorization for fiscal year 1958.

Right now, or as of March 1, we had a balance of unliquidated obligations totaling \$18,274,000 with an unexpended cash balance of \$8,153,000. Accordingly we now have, as permitted by contract authority, obligations approximating \$10 million above the cash that has been appropriated. The estimate of \$28 million contemplates liquidation of those existing obligations in excess of our available cash, plus \$18 million which will be used to liquidate payments as they accrue from obligations which will be incurred during the remaining months of this fiscal year and during the fiscal year 1958.

Mr. HORAN. You indicated twice the other day that we could safely make a cut of \$4,500,000 in forest highways, Mr. Secretary, when you appeared before the subcommittee.

Mr. ROONEY. What was the amount?

Mr. HORAN. \$4½ million.

Secretary WEEKS. Are you asking me a question?

Mr. HORAN. Yes. I say you indicated that we could safely make a cut—and you mentioned this twice. I just want to know why you felt so certain that we could make a cut under the budgeted amount of \$28 million for forest highways, realizing, of course, what it means in terms of national economy and the national income.

I just wondered why you were so certain that we could make a cut of \$4.5 million on this item.

It is a very serious matter, Mr. Secretary, particularly to me. I will be frank with you. If we cannot spend the money, there is no use of appropriating it, but why were you so certain about that? You mentioned it twice.

Secretary WEEKS. I merely felt that I thought it would have been better to hold to the previous level of appropriation authorization and appropriate, because last year we passed this great highway program.

Mr. HORAN. The highway program does not affect the Federal reserves. That is the duty of the Federal Government, to build those highways. Then they turn them over to the States for maintenance, but your Federal highway system, as far as I understand—Mr. CURTISS can correct me on this—your Federal highway appropriations do not affect Federal reservations, do they?

Mr. CURTISS. Yes. There are some 800 miles of the forest highway system that are on the interstate system, and in total approximately 75 percent of the 24,000 miles of the forest highway system are on either the primary or secondary Federal-aid highway system.

Secretary WEEKS. All I was talking about was that I thought the level of expenditure in this field ought to be held about where it was. That is what I intended to say.

Mr. HORAN. The point I am trying to get at is, did you or did you not pad this figure?

Secretary WEEKS. No. What we have put in is in accordance with this higher authorization that was included in last year's legislation. We have not padded any figures that I know of.

Mr. HORAN. Now, just a minute. You are the administration. You are responsible for the expenditure of funds. You are the ones that are obligating and allocating funds.

Mr. ROONEY. They do not have to spend the funds Congress gives them either, do they, Mr. Horan?

Mr. HORAN. The point I am getting at here is this: I am rather jealous of forest highway funds. Is it higher than what you are able to honestly and properly allocate and spend, in terms of your last year's experience?

Mr. ROTHSCHILD. We obligated all that money in the years in which it happened.

Mr. CURTISS. I did not get that.

Mr. ROTHSCHILD. We obligated the \$30 million.

Mr. CURTISS. It is not all obligated yet. We have obligations at this time of about \$10 million in excess of our cash balance.

Mr. HORAN. Just what does that mean?

Mr. CURTISS. That means that, if we were to stop letting contracts all together that \$10 million would enable us to liquidate the program, but we would have to stop letting contracts. The program would stop.

Mr. HORAN. I do not want to prolong this too much, Mr. Chairman, but I wish you would tell me whether you need the \$28 million or you do not.

Mr. ROTHSCHILD. We do need it, Mr. HORAN.

Mr. HORAN. Do you need all of it?

Mr. ROTHSCHILD. Yes, sir.

Mr. HORAN. I would like to have Mr. Weeks, if you will, explain to me why he said he could cut \$4 million.

Secretary WEEKS. The authorization was increased about \$7.5 million. What I was

talking about was the continuous stepping up of the authorization. If you authorize it, we have to go ahead and carry out the program.

Mr. ROONEY. That is not so.

Secretary WEEKS. That is news to me if it is not so, Mr. Congressman.

Mr. HORAN. What we try to do on this subcommittee is measure out the money in terms of wise expenditures. I am trying to find out whether or not you need the \$28 million, and Mr. Rothschild tells me you do. Mr. CURTISS, I gather that you can make a safe cut here without hurting anything or imperiling the tremendous income we are getting from this source.

Mr. CURTISS. I do not think I said quite that, Mr. HORAN.

Mr. HORAN. I want you to correct the record then.

Mr. CURTISS. I did not intend to say that. I said that if we were to reduce this estimate to approximately the amount that was appropriated last year—

Mr. HORAN. That would be \$23.5 million, a half million more.

Mr. CURTISS. That is right. We would need to go more slowly in advancing new projects to contract. Normally, if the \$28 million estimate is continued, we would step up our obligation rate to \$30 million this fiscal year.

Mr. HORAN. I do not want to belabor this further. It is important. I do have one area in my own district where timber grows very slowly. We have about 3 billion board-feet of timber, much of it mature and in need of foresting. It is of great need to the Federal Government, if we can open this up.

We are not talking about something silly here. This is income for the Federal Government, obtained from sales from forest reserves that need harvesting at this time. Whatever the amount we appropriate for forest highways is a pretty good investment.

That is all, Mr. Chairman.

Mr. CURTISS. May I say something off the record, Mr. Chairman?

(Discussion off the record.)

Mr. PRESTON. Mr. ROONEY, do you have another question?

REQUEST FOR FOREST HIGHWAYS

Mr. ROONEY. Mr. Chairman, there is something I should like to have cleared up in my mind with regard to this forest highways item. I had been under the impression, from the testimony of the Secretary, on the opening day of these hearings, that we might make a cut to the extent of \$4.5 million in forest highways appropriations.

It now appears that you want \$28 million—the full amount of your budget estimate; is that correct?

Secretary WEEKS. We have asked for \$28 million, have we not?

Mr. NIELSON. That is what we asked for, Mr. Rooney.

Mr. ROONEY. What did you ask of the Bureau of the Budget in this regard?

Mr. CURTISS. \$28 million.

Mr. ROONEY. The same amount?

Mr. CURTISS. Yes, sir.

Mr. ROONEY. Is this amount for forest highways the highest amount in the history of the Government?

Mr. ALLEN. Yes; it is the highest appropriation, I believe.

Mr. ROONEY. I want to understand these figures at page 106 of the committee print, which show in the fiscal years from 1950 to 1958 the amounts requested by the administrations and the appropriations each year made by the Congress.

Upon looking at this, Mr. Secretary, page 106 of the committee print, it would appear that in the fiscal years from 1950 to the present time there was only 1 year in which the Congress appropriated money above and beyond the amount requested by the administration; is that correct?

Mr. NIELSON. In 1955 it appears that the estimate was \$10 million, and the appropriation was \$15 million.

Mr. ROONEY. In all those fiscal years from 1950 to 1957, is that the only year in which the Congress increased the appropriation above the amount asked for by the administration?

Secretary WEEKS. That is what the record says.

Mr. ROONEY. And that fiscal year, 1955, the one instance of an increase over the amount asked of the Congress, was in the 83d Congress; was it not?

Secretary WEEKS. That is fiscal 1955; is it not?

Mr. NIELSON. Yes.

Secretary WEEKS. Yes; it was.

Mr. ROONEY. Was that a Republican or Democratic Congress?

Secretary WEEKS. Are you asking me a question?

Mr. ROONEY. Yes. I am asking you a question, Mr. Secretary. Was that a Republican or Democratic Congress?

Secretary WEEKS. As I recall, it was a Republican Congress.

GRANTS IN AID AND LOANS

Mr. ROONEY. Now, in connection with the matter referred to in the colloquy earlier this morning with Mr. PRESTON, the distinguished chairman of the committee, he quoted you from a news item by Marshall McNeil as having said:

"The way to cut spending is to stop continually adding to the things that the Federal Government is doing in the way of handouts to the States."

What did you mean by that? What did you mean by "handouts"?

Secretary WEEKS. Grants-in-aid.

Mr. ROONEY. Grants-in-aid and mostly loans to States?

Secretary WEEKS. Mostly grants-in-aid.

Mr. ROONEY. We find you here this morning at page 143 of the committee print asking for \$53 million for "broader assistance to areas of substantial and persistent unemployment, including loans and grants."

Would you say those are handouts?

Secretary WEEKS. That comes under the general classification of grants-in-aid.

Mr. ROONEY. Or a handout? Let us understand one another on this, Mr. Secretary. Are these the kind of handouts you were referring to?

I did not hear your answer.

Secretary WEEKS. I did not understand there was a question.

Mr. ROONEY. Oh, yes; there is a question.

There appears on page 143 of the committee print your language, "including loans and grants." Are these handouts?

Secretary WEEKS. All of these things are grants-in-aid.

Mr. ROONEY. Yes. Did you refer to these sort of things in your radio or television appearance as "handouts to the States"?

Secretary WEEKS. If the newspaper says I said it, I guess I did.

Mr. ROONEY. So now we find that, although you, on a television program, reported in yesterday's Washington News by Marshall McNeil, said, "The way to cut spending is to stop continually adding to the things that the Federal Government is doing in the way of handouts to the States." At page 143 of this committee print you propose the exact same thing with regard to area assistance activities to the tune of \$53 million.

Is that a fair statement?

Mr. NIELSON. Mr. Chairman—

Mr. ROONEY. The Secretary might answer this.

Secretary WEEKS. That was brought out about an hour ago in the record.

Mr. ROONEY. I am trying to improve the record, Mr. Secretary.

Secretary WEEKS. Oh, you are trying to improve the record.

Mr. ROONEY. Yes.

Secretary WEEKS. As far as this particular matter is concerned, \$50 million of it is a revolving fund for loans. As I pointed out before, it is just about, I think, one-sixth of what the Democratic Party is proposing.

Mr. ROONEY. This is by way of the handout that you have been telling your television audience about. You now come along and you want \$53 million; is that correct?

Secretary WEEKS. Well, I do not call a "handout" a loan that is going to come back to the Treasury, do you?

Mr. ROONEY. I shall have to ask you this question: How much of the \$53 million would be by way of "handouts"?

Secretary WEEKS. I do not think any of that particular item. There is \$50 million in the revolving fund.

Mr. ROONEY. Just so we understand one another, I thought you said that grants-in-aid were "handouts."

Secretary WEEKS. This, I do not think you could call a grant-in-aid.

Mr. ROONEY. How much of the \$53 million would be for grants?

Secretary WEEKS. None of that. Three million dollars is for research and development and about \$50 million for the revolving fund.

Mr. NIELSON. About \$1,500,000 for grants, as I understand it.

Mr. ROONEY. And that is out of the \$53 million, the amount that you mentioned?

Mr. NIELSON. \$50 million is to provide the capital for the revolving fund.

Mr. ROONEY. Will there be any money paid out of the revolving fund in grants?

Secretary WEEKS. No.

Mr. NIELSON. No. This is, of course, money that would come back into the Treasury.

Secretary WEEKS. It is loaned for construction projects and comes back on the same basis as other capital that is provided by local and State contributions.

Mr. ROONEY. The grants would not come back to the Treasury, though, is that not so, Mr. Secretary?

Secretary WEEKS. \$1,500,000 is for grants.
INCREASE IN COST OF GOVERNMENT AND THE EXPANDING ECONOMY

Mr. YATES. On page 4 of your statement you say:

"One of the most recent facts coming out of the Bureau of the Census is that our population has passed the 170 million mark and by 1960, just 3 short years away, it is expected to be at 180 million. This tremendous growth in population reflects itself in every aspect of our economy."

I think that is a significant statement. Do you not believe that the cost of Government must keep up with the cost of an expanding economy?

Secretary WEEKS. Yes.

Mr. YATES. Why, then, are you so horrified by the size of this budget if, in fact, our economy is growing at such a rate?

You say on page 1 of your statement:

"In addition provision is made in our scientific and services to business activities to recognize the unprecedented growth of our national economy by providing services and information to the business communities to insure sound economic growth in the future."

Our economy is growing tremendously, is it not?

Secretary WEEKS. Yes.

Mr. YATES. And it has grown tremendously in the last 20 or 25 years. The Eisenhower administration takes pride that our economy has grown so significantly; does it not?

Secretary WEEKS. Yes.

Mr. YATES. Does not the cost to the Government have to keep up with the growth of the economy?

Secretary WEEKS. Some parts of the cost of Government certainly.

Mr. YATES. Do not our school systems have to keep up with the growth of our population and the growth of our economy?

Secretary WEEKS. Certainly.

Mr. YATES. Would you not think that if the States do not find they are able to take care of the school needs of their communities that the Federal Government should assist them in their programs of providing sufficient educational facilities for our own American children?

Secretary WEEKS. With all respect, I will comment on my own budget, but I am not going to comment on other departmental budgets.

Mr. YATES. Were you commenting on the Department of Commerce budget in connection with your interview with Mr. McNeil?

Secretary WEEKS. So far as I know, yes; I think that is correct.

SUBSIDY OF MARITIME AND AVIATION INDUSTRIES

Mr. YATES. Insofar as "handouts" are concerned, should the Government continue to subsidize maritime activities?

Secretary WEEKS. If we want a merchant marine we should continue.

Mr. YATES. And that is expensive, is it not?

Secretary WEEKS. Yes.

Mr. YATES. Do you believe it is wise in national policy to continue such activities?

Secretary WEEKS. Yes.

Mr. YATES. Do you believe that it is wise national policy to continue to subsidize the airlines?

Secretary WEEKS. In the manner that we are now; yes.

FEDERAL AID AND FOREST HIGHWAYS

Mr. YATES. Do you believe it is wise for the Federal Government to spend as much money as it is in connection with the highway program in this budget?

Secretary WEEKS. Yes, except for the reservation I made on the forest highways.

Mr. YATES. With respect to forest highways?

Secretary WEEKS. Yes.

CHRISTIAN SCIENCE MONITOR ARTICLE

Mr. YATES. An article appeared in the Christian Science Monitor of March 18 which in some measure criticized the Eisenhower administration for taking the propaganda attack of seeking to cut the budget rather than trying to launch an educational campaign to show how little the budget can be cut.

As a member of the Eisenhower administration do you agree with that, or are you inclined to agree with Secretary Humphrey about the curling hair as a result of the extra expenditures?

Secretary WEEKS. I would have to take an article like that and read it carefully and think about it. I cannot speak off the cuff on a general statement of that kind.

Mr. YATES. You do not know of any other way than than you have already indicated to this committee how the Department of Commerce's budget can be cut further?

Secretary WEEKS. That is correct.

DISCUSSION OF SECRETARY'S STATEMENT TO PRESS

Mr. ROONEY. Mr. Secretary, when you talked on television of handouts were you referring to an item such as the State marine schools, which appears at page 76 of this committee print?

Secretary WEEKS. No.

Mr. ROONEY. You would not call that a handout?

Secretary WEEKS. No.

Mr. ROONEY. How about grants-in-aid for airports?

Secretary WEEKS. Well, that is a grant-in-aid.

Mr. ROONEY. Was that the sort of thing that you were referring to?

Secretary WEEKS. That is a colloquial expression, passing money around to be spent in every district.

Mr. ROONEY. I do not think there is anything sinister about the word "handouts," but you used the word and I am trying to understand exactly what you meant. Were

you meaning an item such as grants-in-aid for airports?

Secretary WEEKS. I am sure that you understand that I mean in general money that is spent in every congressional district all over the country.

Mr. ROONEY. I would figure that is what you mean in general. I am trying to find out what you mean specifically. Were you referring to grants-in-aid for airports?

Secretary WEEKS. Well, I was referring to the general process—

Mr. ROONEY. Would you say the grants-in-aid for the airport program was a handout program?

Secretary WEEKS. I would call that a grant-in-aid program.

Mr. ROONEY. What did you mean when you said "handouts"?

Secretary WEEKS. I would have to see.

Mr. ROONEY. You said:

"The way to cut spending is to stop continually adding to the things that the Federal Government is doing in the way of 'handouts' to the States."

Let us have some examples of "handouts" to States in your Department of Commerce bill.

Secretary WEEKS. I would have to go through the budget. I would be glad to make an analysis of it and provide the information for you for the record.

Mr. ROONEY. Are we to understand there are no handouts in the Department of Commerce's budget of \$804 million?

Secretary WEEKS. Do you want me to take the time to go down through the budget item by item?

Mr. ROONEY. Sure. I will try to save you the time. I am asking you specifically what about the grant-in-aid for airports?

Secretary WEEKS. I have said three times that a "handout" is a colloquial expression used with respect to this process of voting money to spend across the country in the several districts.

Mr. ROONEY. Mr. Secretary, I bring you back to your own words:

"The way to cut spending money is to stop continually adding to the things that the Federal Government is doing in the way of handouts to the States."

Will you please look at your budget and tell us where there are handouts to the States?

Secretary WEEKS. I will look it over and let you know.

Mr. ROONEY. Take a look at it now, Mr. Secretary. You have a copy of your budget. Just take a look at it.

Secretary WEEKS. In this general area of grants-in-aid, spending money as I have described it, I see just three items in the budget. One is the aid to the airports, one is the \$1,500,000 in the Office of Area Development, and the other is the \$660,000 in the State maritime schools.

Mr. ROONEY. That is what you were referring to when you were on the television program; is that correct?

Secretary WEEKS. No; I was not referring to those three specifically.

Mr. ROONEY. Were these included in those you were referring to?

Secretary WEEKS. No.

Mr. ROONEY. Why do you make exceptions with regard to these—because you are here asking for all the money in connection therewith?

Secretary WEEKS. No. I told you, in this field of aid to airports, Congress forced \$42,500,000 on us on top of what we asked for.

Mr. ROONEY. How much are you asking for?

Secretary WEEKS. In this budget?

Mr. ROONEY. Yes.

Secretary WEEKS. Just the amount of the liquidating fund that is required.

Mr. ROONEY. How much?

Secretary WEEKS. \$35 million; is it not?

Mr. ROONEY. Would you say that the \$35 million represents "handouts"?

Secretary WEEKS. I have answered that question.

Mr. ROONEY. I do not think you have.

Secretary WEEKS. I have answered it all I am going to.

Mr. ROONEY. I think that you have dodged all around the lot on that one. It is a fair question, in view of the fact you made these statements on a television program. I think the public feels that it should be the duty of the Appropriations Committee to find out exactly what you meant.

Secretary WEEKS. I have answered the question.

Mr. ROONEY. Let me ask you this question: This refers again to your statement that the way to cut spending is to stop continually adding to the things that the Federal Government is doing in the way of handouts to States. Are there any handouts to States included in the budget that you now recommend which should be cut, and thus stop spending?

Secretary WEEKS. I just answered that question.

Mr. ROONEY. I wonder if you would answer it again.

Secretary WEEKS. I answered it. It is in the record.

Mr. ROONEY. That is your answer?

Secretary WEEKS. Yes.

Mr. ROONEY. Very well. There is always a final answer to that.

Mr. YATES. Mr. Secretary, when you spoke in connection with "handouts," you are referring to the grants-in-aid programs to the States. What about "handouts" to private industry that are contained in this budget? Are you opposed to such handouts?

Secretary WEEKS. I do not think that there are any in the budget.

Mr. YATES. The maritime subsidies are not "handouts" to private industry?

Secretary WEEKS. I have already said that I am for the maritime program because if we are going to have a merchant marine that is what we have to do.

Mr. YATES. Those "handouts" are perfectly proper?

Secretary WEEKS. I do not call them a "handout."

Mr. YATES. Would the same answer be true with respect to the subsidies for airlines?

Secretary WEEKS. No.

Mr. YATES. Would you consider those "handouts"?

Secretary WEEKS. No.

Mr. YATES. You think that those are necessary?

Secretary WEEKS. Yes.

Mr. YATES. Are there any other subsidies to private industry contained in this budget?

Secretary WEEKS. I know of none offhand.

Mr. YATES. The subsidies to the airlines are the same types of handouts as those to the maritime?

Secretary WEEKS. We administer the maritime payments and the CAB administers the subsidy for airlines.

Mr. YATES. It is the same character of subsidy; is it not?

Mr. ROTHSCHILD. Not exactly.

Mr. PRESTON. Mr. Chairman, I move that the Committee do now rise and report the bill back to the House with an amendment adopted in the Committee of the Whole, with the recommendation that the bill as amended do pass.

The motion was agreed to.

Accordingly the Committee rose; and the Speaker having resumed the chair, Mr. HAYS of Arkansas, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill H. R. 6700, making appropriations for the Department of Com-

merce and related agencies for the fiscal year ending June 30, 1958, and for other purposes, had directed him to report the bill back to the House with an amendment, with the recommendation that the amendment be agreed to and that the bill as amended do pass.

Mr. PRESTON. Mr. Speaker, I move the previous question on the bill and the amendment to final passage.

The previous question was ordered.

The amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and motion to reconsider was laid on the table.

Mr. ROONEY. Mr. Speaker, I ask unanimous consent that I may extend my remarks on the bill immediately before the Committee rose and include therein related matter.

The SPEAKER. Is there objection to the request of the gentleman from New York?

There was no objection.

GENERAL LEAVE TO EXTEND

Mr. PRESTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the bill just passed.

The SPEAKER. Is there objection to the request of the gentleman from Georgia?

There was no objection.

REV. JAMES S. GILLIS, C. S. P.

(Mr. PHILBIN asked and was given permission to extend his remarks at this point in the RECORD.)

Mr. PHILBIN. Mr. Speaker, the recent passing of the noted and beloved editor, orator, and publicist, Rev. James S. Gillis, C. S. P., brought feelings of sadness and a sense of irreparable loss to millions throughout the Nation.

Father Gillis was a writer of great ability and distinction and his nationally syndicated column, *Sursum Corda*, which appeared for more than a decade in the well-known archdiocesan weekly newspaper, the *Pilot*, was widely read in this country and abroad.

From 1922 to 1948 Father Gillis edited the *Catholic World*, and in all his writings he evidenced great ability, courage, and a spirit of dedication to the cause of God and country.

Possessed of outstanding gifts in the field of writing and speaking, Father Gillis led a most active life.

He was born in Boston, November 12, 1876, and educated at the Boston Latin School, St. Charles' College in Maryland, and St. John's Seminary in Brighton, Mass.

Father Gillis joined the missionary society of St. Paul the Apostle in 1898, was ordained in New York in 1901, and celebrated his first mass in St. Cecilia's Church, Boston, on Christmas Day of that year.

Father Gillis was a famous lecturer and spoke before many groups throughout the Nation. He was also a well-known author and wrote several books which commanded widespread appeal.

He was also a celebrated radio commentator and columnist and his speeches as well as his writings were inspirational in character and typified by profound thought, firm conviction and great sincerity. He was eloquent and persuasive and possessed of a richly stocked, scholarly mind that was really a treasure chest of information and knowledge.

In the field of moral, religious, and patriotic thought, Father Gillis had few equals. He exerted immeasurable influence upon the times in which he lived, and his unselfish contributions to many good causes of morality and Americanism will long be remembered by a grateful people. Father Gillis was a great Christian and a great American.

CALL OF THE HOUSE

Mr. MASON. Mr. Speaker, I make the point of order that a quorum is not present.

The SPEAKER. Evidently a quorum is not present.

Mr. McCORMACK. Mr. Speaker, I move a call of the House.

A call of the House was ordered.

The Clerk called the roll, and the following Members failed to answer to their names:

[Roll No. 56]

Anderson, Mont.	Curtis, Mo.	McConnell
Aspinall	Dies	McIntosh
Barden	Doyle	Magnuson
Bentley	Eberharter	Miller, Calif.
Betts	Engle	Moulder
Bowler	Frazier	Powell
Brown, Mo.	Grant	Reece, Tenn.
Burdick	Gregory	Rogers, Colo.
Celler	Healey	Scrivner
Chenoweth	Holtzman	Walter
Coffin	Kearney	Willis
Cretella	Keating	Wilson, Calif.
	Latham	Young

The SPEAKER. On this rollcall, 386 Members have answered to their names, a quorum.

By unanimous consent, further proceedings under the call were dispensed with.

EXPORT-IMPORT BANK OF WASHINGTON

Mr. DELANEY. Mr. Speaker, by direction of the Committee on Rules, I call up the resolution (H. Res. 216) providing for the consideration of H. R. 4136, a bill to extend the period within which Export-Import Bank of Washington may make loans, and ask for its immediate consideration.

The Clerk read the resolution, as follows:

Resolved, That upon the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H. R. 4136) to extend the period within which Export-Import Bank of Washington may make loans. After general debate, which shall be confined to the bill and continue not to exceed 2 hours, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Banking and Currency, the bill shall be read for amendment under the 5-minute rule. At the conclusion of the consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted, and

85TH CONGRESS
1ST SESSION

H. R. 6700

IN THE SENATE OF THE UNITED STATES

APRIL 10 (legislative day, APRIL 9), 1957

Read twice and referred to the Committee on Appropriations

AN ACT

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes.

- 1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That the following sums are appropriated, out of any money
4 in the Treasury not otherwise appropriated, for the Depart-
5 ment of Commerce and related agencies for the fiscal year
6 ending June 30, 1958, namely:

1 TITLE I—DEPARTMENT OF COMMERCE

2 GENERAL ADMINISTRATION

3 Salaries and expenses: For expenses necessary for the
4 general administration of the Department of Commerce,
5 \$2,695,200.

6 BUREAU OF THE CENSUS

7 Salaries and expenses: For expenses necessary for col-
8 lecting, compiling, and publishing current census statistics
9 provided for by law, including enumerators at rates to be
10 fixed without regard to the Classification Act of 1949, as
11 amended, \$7,881,800.

12 1958 censuses of business, manufactures, and mineral
13 industries: For expenses necessary for preparing for the
14 1958 censuses of business, manufactures, and mineral in-
15 dustries as authorized by law, including enumerators at rates
16 to be fixed without regard to the Classification Act of 1949,
17 as amended, and additional compensation of Federal em-
18 ployees temporarily detailed for field work under this appro-
19 priation, \$1,000,000: *Provided*, That the appropriation
20 granted under this head in the Department of Commerce
21 and Related Agencies Appropriation Act, 1957, shall be
22 merged with this appropriation.

23 Eighteenth decennial census: For expenses necessary for
24 preparing for, taking, compiling, and publishing the eight-
25 eenth decennial census, as authorized by law (13 U. S. C.

1 5-9, 11, 23-25, 141-145), including enumerators at rates
2 to be fixed without regard to the Classification Act of 1949,
3 as amended, and additional compensation of Federal em-
4 ployees temporarily detailed for field work under this ap-
5 propriation; \$3,250,000, to remain available until Decem-
6 ber 31, 1962.

7 CIVIL AERONAUTICS ADMINISTRATION

8 Operation and regulation: For necessary expenses of
9 the Civil Aeronautics Administration in carrying out the
10 provisions of the Civil Aeronautics Act of 1938, as amended
11 (49 U. S. C. 401), and other Acts incident to the enforce-
12 ment of safety regulations, maintenance and operation of
13 air-navigation and air-traffic control facilities, and disposal of
14 surplus airports and administering instruments of disposal;
15 planning, research, and administrative expenses for carrying
16 out the provisions of the Federal Airport Act of May 13,
17 1946, as amended, including furnishing advisory services to
18 States and other public and private agencies in connection
19 with the construction or improvement of airports and land-
20 ing areas; developmental work and service-testing as tends
21 to the creation of improved air-navigation facilities, includ-
22 ing landing areas, aircraft, aircraft engines, propellers, appli-
23 ances, personnel, and operation methods, and acquisition of
24 sites for such activities by lease, or grant; purchase of not to
25 exceed forty passenger motor vehicles for replacement only;

1 hire of aircraft (not exceeding \$600,000) ; operation and
2 maintenance of not to exceed ninety-two aircraft; fees and
3 mileage of expert and other witnesses; and purchase and
4 repair of skis and snowshoes; \$177,747,800: *Provided*, That
5 there may be credited to this appropriation, funds received
6 from States, counties, municipalities, and other public au-
7 thorities for expenses incurred in the maintenance and
8 operation of air-navigation facilities.

9 Establishment of air-navigation facilities: For an addi-
10 tional amount for the acquisition, establishment, and im-
11 provement by contract or purchase and hire of air-navigation
12 facilities, including the initial acquisition of necessary sites
13 by lease or grant; the construction and furnishing of quarters
14 and related accommodations for officers and employees of the
15 Civil Aeronautics Administration and the Weather Bureau
16 stationed at remote localities not on foreign soil where such
17 accommodations are not available; the initial flight
18 checking of air-navigation facilities and the transportation by
19 air to and from and within the Territories of the United
20 States of materials and equipment secured under this appro-
21 priation; \$116,561,860, to remain available until expended.

22 Grants-in-aid for airports (liquidation of contract au-
23 thorization) : For liquidation of obligations incurred under
24 authority granted in the Act of August 3, 1955 (69 Stat.

1 441), to enter into contracts, \$30,000,000, to remain avail-
2 able until expended.

3 Maintenance and operation, Washington National Air-
4 port: For expenses incident to the care, operation, mainte-
5 nance and protection of the Washington National Airport,
6 including purchase of one passenger motor vehicle for re-
7 placement only; purchase, cleaning, and repair of uniforms;
8 and arms and ammunition; \$1,566,000.

9 Construction, Washington National Airport: For an
10 additional amount for "Construction, Washington National
11 Airport," including construction, alterations, and repairs,
12 \$250,000, to remain available until expended.

13 Maintenance and operation of public airports, Territory
14 of Alaska: For expenses necessary for the maintenance,
15 improvement, and operation of public airports in the Terri-
16 tory of Alaska, as authorized by law (48 U. S. C. 485
17 c-h) ; including arms and ammunition; and purchase, repair,
18 and cleaning of uniforms; \$700,000.

19 Air navigation development: For expenses necessary for
20 planning and developing a national system of aids to air
21 navigation and air traffic control common to military and
22 civil air navigation, including research, experimental investi-
23 gations, purchase and development, by contract or otherwise,
24 of new types of air navigation aids (including plans, specifi-

1 cations, and drawings) ; hire of aircraft; acquisition of neces-
2 sary sites by lease or grant; payments in advance under
3 contracts for research or development work; and not to ex-
4 ceed \$192,000 for administrative expenses; \$1,500,000.

5 COAST AND GEODETIC SURVEY

6 Salaries and expenses: For expenses necessary to carry
7 out the provisions of the Act of August 6, 1947 (33 U. S. C.
8 883a-883i) , including purchase of not to exceed three pas-
9 senger motor vehicles for replacement only; uniforms or
10 allowances therefor, as authorized by the Act of September
11 1, 1954 (68 Stat. 1114) , as amended; lease of sites and the
12 erection of temporary buildings for tide, magnetic or seismo-
13 logical observations; hire of aircraft; operation, maintenance,
14 and repair of an airplane; extra compensation at not to ex-
15 ceed \$15 per month to each member of the crew of a vessel
16 when assigned duties as recorder or instrument observer,
17 and at not to exceed \$1 per day for each station to employees
18 of other Federal agencies while making oceanographic ob-
19 servations or tending seismographs; pay, allowances, gratui-
20 ties, transportation of dependents and household effects, and
21 payment of funeral expenses, as authorized by law, for not
22 to exceed 185 commissioned officers on the active list; pay-
23 ments under the Uniform Services Contingency Option Act
24 of 1953; and pay of commissioned officers retired in accord-
25 ance with law; \$11,550,000, of which \$566,000 shall be

1 available for retirement pay of commissioned officers: *Pro-*
2 *vided*, That during the current fiscal year, this appropriation
3 shall be reimbursed for press costs and costs of paper for
4 charts published by the Coast and Geodetic Survey and
5 furnished for the official use of the military departments
6 of the Department of Defense.

7 BUSINESS AND DEFENSE SERVICES ADMINISTRATION

8 Salaries and expenses: For necessary expenses of the
9 Business and Defense Services Administration, including
10 transportation and not to exceed \$15 per diem in lieu of
11 subsistence for persons serving without compensation while
12 away from their homes or regular places of business,
13 \$3,515,000.

14 OFFICE OF AREA DEVELOPMENT

15 Salaries and expenses: For necessary expenses of the
16 Office of Area Development, \$395,000.

17 BUREAU OF FOREIGN COMMERCE

18 Salaries and expenses: For necessary expenses of the
19 Bureau of Foreign Commerce, including the purchase of
20 commercial and trade reports, \$2,261,500.

21 Export control: For expenses necessary for carrying
22 out the provisions of the Export Control Act of 1949, as
23 amended, relating to export controls, including awards of
24 compensation to informers under said Act and as authorized
25 by the Act of August 13, 1953 (22 U. S. C. 401),

1 \$3,060,000, of which not to exceed \$1,006,000 may be
2 advanced to the Bureau of Customs, Treasury Department,
3 for enforcement of the export control program, and of which
4 not to exceed \$93,400 may be advanced to the appropria-
5 tion for "Salaries and expenses" under General administra-
6 tion.

7 OFFICE OF BUSINESS ECONOMICS

8 Salaries and expenses: For necessary expenses of the
9 Office of Business Economics, \$1,035,000.

10 MARITIME ACTIVITIES

11 Ship construction: For acquisition of used ships pur-
12 suant to section 510 of the Merchant Marine Act, 1936, as
13 amended (46 U. S. C. 1160), and for research, develop-
14 ment, and design expenses incident to new and advanced ship
15 design, machinery, and equipment; \$3,000,000, to remain
16 available until expended.

17 Operating-differential subsidies: For the payment of
18 obligations incurred for operating-differential subsidies
19 granted on or after January 1, 1947, as authorized by the
20 Merchant Marine Act, 1936, as amended, and in appro-
21 priations heretofore made to the United States Maritime
22 Commission, \$100,000,000, to remain available until ex-
23 pended: *Provided*, That hereafter, to the extent that the
24 operating-differential subsidy accrual (computed on the
25 basis of parity) is represented on the operator's books by

1 a contingent accounts receivable item against the United
2 States as a partial or complete offset to the recapture accrual,
3 the operator (1) shall be excused from making deposits
4 in the special reserve fund, and (2) as to the amount of
5 such earnings the deposit of which is so excused shall be en-
6 titled to the same tax treatment as though it had been de-
7 posited in said special reserve fund. To the extent that any
8 amount paid to the operator by the United States reduces
9 the balance in the operator's contingent receivable account
10 against the United States, such amount shall forthwith be
11 deposited in the special reserve fund of the operator: *Pro-*
12 *vided further*, That no contracts shall be executed during the
13 current fiscal year by the Federal Maritime Board which
14 will obligate the Government to pay operating differential
15 subsidy on more than two thousand one hundred voyages
16 in any one calendar year, including voyages covered by con-
17 tracts in effect at the beginning of the current fiscal year.

18 Salaries and expenses: For expenses necessary for
19 carrying into effect the Merchant Marine Act, 1936, and
20 other laws administered by the Federal Maritime Board and
21 the Maritime Administration, \$15,425,000, within limita-
22 tions as follows:

23 Administrative expenses, including not to exceed \$1,125
24 for entertainment of officials of other countries when spe-

1 cifically authorized by the Maritime Administrator, \$7,-
2 045,000;

3 Maintenance of shipyard and reserve training facilities
4 and operation of warehouses, \$1,530,000;

5 Reserve fleet expenses, \$6,850,000.

6 Maritime training: For training cadets as officers of
7 the merchant marine at the Merchant Marine Academy at
8 Kings Point, New York, including pay and allowances for
9 personnel of the United States Maritime Service as author-
10 ized by law (46 U. S. C. 1126, 63 Stat. 802, 64 Stat. 794,
11 66 Stat. 79, and 70 Stat. 25); and not to exceed
12 \$2,500 for contingencies for the Superintendent, United
13 States Merchant Marine Academy, to be expended in his
14 discretion; \$2,394,300, including uniform and textbook al-
15 lowances for cadet midshipmen, at an average yearly cost
16 of not to exceed \$200 per cadet: *Provided*, That except as
17 herein provided for uniform and textbook allowances this
18 appropriation shall not be used for compensation or allow-
19 ances for cadets.

20 State marine schools: To reimburse the State of Cali-
21 fornia, \$47,500; the State of Maine, \$47,500; the State
22 of Massachusetts, \$47,500; and the State of New York,
23 \$47,500; for expenses incurred in the maintenance and
24 support of marine schools in such States as provided in the
25 Act authorizing the establishment of marine schools, and

1 so forth, approved March 4, 1911, as amended (34 U. S. C.
2 1121-1123) ; \$149,800 for the maintenance and repair of
3 vessels loaned by the United States to the said States for
4 use in connection with such State marine schools; and
5 \$320,200 for allowances for uniforms, textbooks, and sub-
6 sistence of cadets at State marine schools, to be paid in
7 accordance with regulations established pursuant to law (46
8 U. S. C. 1126 (b)) ; \$660,000.

9 War Shipping Administration liquidation: Not to ex-
10 exceed \$10,000,000 of the unexpended balance of the
11 appropriation to the Secretary of the Treasury in the
12 Second Supplemental Appropriation Act, 1948, for liqui-
13 dation of obligations approved by the General Account-
14 ing Office as properly incurred against funds of the War
15 Shipping Administration prior to January 1, 1947, is
16 hereby continued available during the current fiscal year,
17 and shall be available for the payment of obligations
18 incurred against the working fund titled: "Working
19 fund, Commerce, War Shipping Administration functions,
20 December 31, 1946".

21 General provisions—Maritime activities: No additional
22 vessels shall be allocated under charter, nor shall any ves-
23 sel be continued under charter by reason of any extension
24 of chartering authority beyond June 30, 1949, unless the
25 charterer shall agree that the Maritime Administration shall

1 have no obligation upon redelivery to accept or pay for
2 consumable stores, bunkers and slop-chest items, except
3 with respect to such minimum amounts of bunkers as the
4 Maritime Administration considers advisable to be retained
5 on the vessel and that prior to such redelivery all consum-
6 able stores, slop-chest items, and bunkers over and above
7 such minimums shall be removed from the vessel by the
8 charterer at his own expense.

9 No money made available to the Department of Com-
10 merce for maritime activities, by this or any other Act shall
11 be used in payment for a vessel the title to which is ac-
12 quired by the Government either by requisition or pur-
13 chase, or the use of which is taken either by requisition or
14 agreement, or which is insured by the Government and lost
15 while so insured, unless the price or hire to be paid therefor
16 (except in cases where section 802 of the Merchant Marine
17 Act, 1936, as amended, is applicable) is computed in ac-
18 cordance with subsection 902 (a) of said Act, as that sub-
19 section is interpreted by the General Accounting Office.

20 Notwithstanding any other provision of this Act, the
21 Maritime Administration is authorized to furnish utilities and
22 services and make necessary repairs in connection with any
23 lease, contract, or occupancy involving Government property
24 under control of the Maritime Administration, and payments
25 received by the Maritime Administration for utilities, serv-

1 ices, and repairs so furnished or made shall be credited to
2 the appropriation charged with the cost thereof: *Provided*,
3 That rental payments under any such lease, contract, or oc-
4 cupancy on account of items other than such utilities, serv-
5 ices, or repairs shall be covered into the Treasury as
6 miscellaneous receipts.

7 No obligations shall be incurred during the current fiscal
8 year from the construction fund established by the Merchant
9 Marine Act, 1936, or otherwise, in excess of the appropria-
10 tions and limitations contained in this Act, or in any prior
11 appropriation Act, and all receipts which otherwise would
12 be deposited to the credit of said fund shall be covered into
13 the Treasury as miscellaneous receipts.

14 INLAND WATERWAYS CORPORATION

15 Inland Waterways Corporation (administered under the
16 supervision and direction of the Secretary of Commerce) :
17 Not to exceed \$4,500 shall be available for administrative
18 expenses to be determined in the manner set forth under
19 the title "General expenses" in the Uniform System of Ac-
20 counts for Carriers by Water of the Interstate Commerce
21 Commission (effective January 1, 1947) .

22 PATENT OFFICE

23 Salaries and expenses: For necessary expenses of the
24 Patent Office, including services as authorized by section

1 15 of the Act of August 2, 1946 (5 U. S. C. 55a), at
2 rates for individuals not to exceed \$50 per diem (not to
3 exceed \$25,000) ; and defense of suits instituted against the
4 Commissioner of Patents; \$19,000,000.

5 BUREAU OF PUBLIC ROADS

6 General administrative expenses: Necessary expenses of
7 administration, including advertising (including advertising
8 in the city of Washington for work to be performed in areas
9 adjacent thereto), purchase of seventy-five passenger motor
10 vehicles for replacement only, and the maintenance and
11 repairs of experimental highways, shall be paid, in accord-
12 ance with law, from appropriations available to the Bureau
13 of Public Roads.

14 Of the total amount available from appropriations of
15 the Bureau of Public Roads for general administrative ex-
16 penses, pursuant to the provisions of section 21 of the Act
17 of November 9, 1921, as amended (23 U. S. C. 21),
18 \$100,000 shall be available for all necessary expenses to
19 enable the President to utilize the services of the Bureau
20 of Public Roads in fulfilling the obligations of the United
21 States under the Convention on the Pan-American High-
22 way Between the United States and Other American Re-
23 publics (51 Stat. 152), cooperation with several govern-
24 ments, members of the Pan American Union, in connection
25 with the survey and construction of the Inter-American

1 Highway, and for performing engineering service in Pan-
2 American countries for and upon the request of any agency
3 or governmental corporation of the United States.

4 Federal-aid highways (trust fund) : For carrying out
5 the provisions of the Federal-Aid Road Act of July 11,
6 1916, as amended and supplemented, which are attributable
7 to Federal-aid highways, to remain available until expended,
8 not more than \$1,690,000,000, to be derived from the High-
9 way Trust Fund; which sum is composed of \$264,500,000,
10 the balance of the amount authorized for the fiscal year
11 1956, and \$1,422,500,000, a part of the amount authorized
12 to be appropriated for the fiscal year 1957, and \$2,396.73,
13 \$17,700.07, \$816,392.20, and \$1,492,268, the latter sums
14 being for reimbursement of the sums expended for the repair
15 or reconstruction of highways and bridges which have been
16 damaged or destroyed by floods, hurricanes, or landslides, as
17 provided by section 4 of the Act approved June 8, 1938,
18 section 7 of the Act approved July 13, 1943, and section 9
19 of the Act approved September 7, 1950, as amended (23
20 U. S. C. 13a and 13b), and section 7 of the Act approved
21 June 25, 1952, and \$671,243 for reimbursement of the sums
22 expended for the design and construction of highway bridges
23 upon and across dams in accordance with the Act of July
24 29, 1946 (60 Stat. 709).

25 Forest highways (liquidation of contract authorization) :
26 For expenses, not otherwise provided for, necessary for

1 carrying out the provisions of section 23 of the Federal
2 Highway Act of November 9, 1921, as amended (23
3 U. S. C. 23, 23a), to remain available until expended,
4 \$25,000,000, which sum is composed of \$16,250,000, the
5 remainder of the amount authorized to be appropriated for
6 the fiscal year 1957, and \$8,750,000, a part of the amount
7 authorized to be appropriated for the fiscal year 1958:
8 *Provided*, That this appropriation shall be available for the
9 rental, purchase, construction, or alteration of buildings and
10 sites necessary for the storage and repair of equipment and
11 supplies used for road construction and maintenance, but the
12 total cost of any such item under this authorization shall not
13 exceed \$15,000.

14 Public lands highways (liquidation of contract authoriza-
15 tion) : For payment of obligations incurred pursuant to the
16 contract authorization granted by section 6 of the Federal-
17 Aid Highway Act of 1954 (68 Stat. 73) and section 106
18 of the Federal-Aid Highway Act of 1956 (70 Stat. 376),
19 to remain available until expended, \$1,500,000, a part of
20 the amount authorized for fiscal year 1957.

21 Inter-American Highway: For necessary expenses of
22 completing the survey and construction of the Inter-Ameri-
23 can Highway, in accordance with the provisions of the Act of
24 December 26, 1941 (55 Stat. 860), as amended, to remain
25 available until expended, \$12,000,000, which sum is the

1 remainder of the amount authorized to be appropriated by
2 the Act of July 1, 1955.

3 General provisions—Bureau of Public Roads: None of
4 the money appropriated for the work of the Bureau of
5 Public Roads during the current fiscal year shall be paid
6 to any State on account of any project on which convict
7 labor shall be employed, but this provision shall not apply
8 to labor performed by convicts on parole or probation.

9 During the current fiscal year authorized engineering
10 or other services in connection with the survey, construction,
11 and maintenance, or improvement of roads may be per-
12 formed for other Government agencies, cooperating foreign
13 countries, and State cooperating agencies, and reimbursement
14 for such services (which may include depreciation on engi-
15 neering and road-building equipment used) shall be credited
16 to the appropriation concerned.

17 During the current fiscal year appropriations for the
18 work of the Bureau of Public Roads shall be available for
19 expenses of warehouse maintenance and the procurement,
20 care, and handling of supplies, materials, and equipment for
21 distribution to projects under the supervision of the Bureau
22 of Public Roads, or for sale or distribution to other Govern-
23 ment activities, cooperating foreign countries, and State co-
24 operating agencies, and the cost of such supplies and mate-
25 rials or the value of such equipment (including the cost of

1 transportation and handling) may be reimbursed to current
2 applicable appropriations.

3 Appropriations to the Bureau of Public Roads may be
4 used in emergency for medical supplies and services and other
5 assistance necessary for the immediate relief of employees
6 engaged on hazardous work under that Bureau, and for
7 temporary services as authorized by section 15 of the Act
8 of August 2, 1946 (5 U. S. C. 55a), but at rates for indi-
9 viduals not in excess of \$50 per diem.

10 NATIONAL BUREAU OF STANDARDS

11 Expenses: For expenses necessary in performing the
12 functions authorized by the Act of March 3, 1901, as
13 amended (15 U. S. C. 271-278c), including general ad-
14 ministration; operation, maintenance, alteration, and pro-
15 tection of grounds and facilities; and improvement and con-
16 struction of temporary or special facilities as authorized
17 by section 2 of the Act of July 21, 1950 (15 U. S. C. 286) ;
18 \$8,908,500: *Provided*, That during the current fiscal year
19 the maximum base rate of compensation for employees
20 appointed pursuant to the Act of July 21, 1950 (15 U. S. C.
21 285), shall be equivalent to the entrance rate of GS-12.

22 Plant and equipment: For construction of a pilot elec-
23 tronic data-processing device to be used in the performance
24 of functions authorized by the Act of March 3, 1901, as
25 amended (15 U. S. C. 271-278c); repair of mechanical

1 facilities; design and acquisition of railway scale test
2 equipment; expenses incurred, as authorized by section
3 2 of the Act of July 21, 1950 (15 U. S. C. 286), in the
4 construction or improvement of buildings, grounds, and
5 other facilities, and, without regard to the cost limitation
6 contained in that Act; installation of fire protection systems
7 in field laboratories; and purchase of three passenger motor
8 vehicles for replacement only; \$450,000, to remain available
9 until expended.

10 WEATHER BUREAU

11 Salaries and expenses: For expenses necessary for the
12 Weather Bureau, including maintenance and operation of
13 aircraft; purchase of two passenger motor vehicles for re-
14 placement only; not to exceed \$25,000 for services as au-
15 thorized by section 15 of the Act of August 2, 1946 (5
16 U. S. C. 55a) ; and not to exceed \$10,000 for maintenance
17 of a printing office in the city of Washington, as authorized
18 by law; \$37,480,100: *Provided*, That during the current
19 fiscal year, the maximum amount authorized under section
20 3 (a) of the Act of June 2, 1948 (15 U. S. C. 327), for
21 extra compensation to employees of other Government agen-
22 cies for taking and transmitting meteorological observations,
23 shall be \$5 per day; and the maximum base rate of pay
24 authorized under section 3 (b) of said Act, for employees
25 conducting meteorological investigations in the Arctic region,

1 shall be \$6,500 per annum, except that not more than five
2 of such employees at any one time may receive a base rate of
3 \$9,000 per annum, and such employees may be appointed
4 without regard to the Classification Act of 1949, as amended.

5 Establishment of meteorological facilities: For an addi-
6 tional amount for the acquisition, establishment, and reloca-
7 tion of meteorological facilities and related equipment, in-
8 cluding the alteration and modernization of existing facilities;
9 \$600,000, to remain available until June 30, 1960: *Pro-*
10 *vided*, That the appropriations heretofore granted under
11 this head shall be merged with this appropriation.

12 GENERAL PROVISIONS—DEPARTMENT OF COMMERCE

13 SEC. 102. During the current fiscal year applicable ap-
14 propriations and funds available to the Department of Com-
15 merce shall be available for the activities specified in the
16 Act of October 26, 1949 (5 U. S. C. 596a), to the extent
17 and in the manner prescribed by said Act.

18 SEC. 103. Appropriations in this title available for sal-
19 aries and expenses shall be available for expenses of attend-
20 ance at meetings of organizations concerned with the activi-
21 ties for which the appropriations are made; hire of passenger
22 motor vehicles; services as authorized by section 15 of the
23 Act of August 2, 1946 (5 U. S. C. 55a), but, unless other-
24 wise specified, at rates for individuals not to exceed \$50
25 per diem; and uniforms, or allowances therefor, as author-

1 ized by the Act of September 1, 1954, as amended (5
2 U. S. C. 2131).

3 TITLE II—THE PANAMA CANAL

4 CANAL ZONE GOVERNMENT

5 Operating expenses: For operating expenses necessary
6 for the Canal Zone Government, including operation of the
7 Postal Service of the Canal Zone; hire of passenger motor
8 vehicles; uniforms or allowances therefor, as authorized by the
9 Act of September 1, 1954, as amended (5 U. S. C. 2131);
10 expenses incident to conducting hearings on the Isthmus;
11 expenses of attendance at meetings, when authorized by
12 the Governor of the Canal Zone, of organizations concerned
13 with activities pertaining to the Canal Zone Government;
14 expenses of special training of employees of the Canal Zone
15 Government as authorized by law (63 Stat. 602); contin-
16 gencies of the Governor; residence for the Governor; medical
17 aid and support of the insane and of lepers and aid and
18 support of indigent persons legally within the Canal Zone,
19 including expenses of their deportation when practicable;
20 and payments of not to exceed \$50 in any one case to
21 persons within the Government service who shall furnish
22 blood for transfusions; \$15,648,600.

23 Capital outlay: For acquisition of land and land under
24 water and acquisition, construction, and replacement of im-
25 provements, facilities, structures, and equipment, as author-

1 ized by law (2 C. Z. Code, secs. 3 and 16; 63 Stat. 600),
2 including the purchase of not to exceed eight passenger
3 motor vehicles for replacement only; and expenses incident
4 to the retirement of such assets; \$1,000,000, to remain avail-
5 able until expended.

6 PANAMA CANAL COMPANY

7 The following corporation is hereby authorized to make
8 such expenditures, within the limits of funds and borrowing
9 authority available to it and in accord with law, and to make
10 such contracts and commitments without regard to fiscal
11 year limitations as provided by section 104 of the Govern-
12 ment Corporation Control Act, as amended, as may be nec-
13 essary in carrying out the programs set forth in the Budget
14 for the fiscal year 1958 for such corporation, ex-
15 cept as hereinafter provided:

16 Not to exceed \$7,820,000 of the funds available to the
17 Panama Canal Company shall be available during the cur-
18 rent fiscal year for general and administrative expenses of
19 the Company, which shall be computed on an accrual basis.
20 Funds available to the Panama Canal Company for operating
21 expenses shall be available for the purchase of not to exceed
22 seventeen passenger motor vehicles for replacement only,
23 including one at not to exceed \$5,000, and for uniforms or
24 allowances therefor, as authorized by the Act of September
25 1, 1954, as amended (5 U. S. C. 2131).

1 GENERAL PROVISIONS—THE PANAMA CANAL

2 SEC. 202. No part of any appropriation contained in
3 this Act shall be used directly or indirectly, except for tempo-
4 rary employment in case of emergency, for the payment
5 of any civilian for services rendered by him on the Canal
6 Zone while occupying a skilled, technical, clerical, adminis-
7 trative, executive, or supervisory position unless such person
8 is a citizen of the United States of America or of the Republic
9 of Panama: *Provided, however,* (1) That, notwithstanding
10 the provision in the Act approved August 11, 1939 (53
11 Stat. 1409) limiting employment in the above-mentioned
12 positions to citizens of the United States from and after
13 the date of approval of said Act, citizens of Panama may
14 be employed in such positions; (2) that at no time shall
15 the number of Panamanian citizens employed in the above-
16 mentioned positions exceed the number of citizens of the
17 United States so employed, if United States citizens are avail-
18 able in continental United States or on the Canal Zone;
19 (3) that nothing in this Act shall prohibit the continued
20 employment of any person who shall have rendered fifteen
21 or more years of faithful and honorable service on the Canal
22 Zone; (4) that in the selection of personnel for skilled, tech-
23 nical, administrative, clerical, supervisory, or executive posi-
24 tions, the controlling factors in filling these positions shall
25 be efficiency, experience, training, and education; (5) that

1 all citizens of Panama and the United States rendering
2 skilled, technical, clerical, administrative, executive, or super-
3 visory service on the Canal Zone under the terms of this
4 Act (a) shall normally be employed not more than forty
5 hours per week, (b) may receive as compensation equal
6 rates of pay based upon rates paid for similar employment
7 in continental United States plus 25 per centum; (6) this
8 entire section shall apply only to persons employed in skilled,
9 technical, clerical, administrative, executive, or supervisory
10 positions on the Canal Zone directly or indirectly by any
11 branch of the United States Government or by any corpora-
12 tion or company whose stock is owned wholly or in part
13 by the United States Government: *Provided further*, That
14 the President may suspend from time to time in whole or
15 in part compliance with this section if he should deem such
16 course to be in the public interest.

17 SEC. 203. The Governor of the Canal Zone is author-
18 ized to employ services as authorized by section 15 of the
19 Act of August 2, 1946 (5 U. S. C. 55a), in an amount not
20 exceeding \$15,000: *Provided*, That the rates for individuals
21 shall not exceed \$50 per diem.

22 SEC. 204. The Governor of the Canal Zone and the
23 President of the Panama Canal Company, in computing
24 allowances for the cost of travel on home leave for persons
25 who elect at their expense to take other than the lowest

1 first-class travel to the United States, shall take into account
2 as the cost to the United States the actual cost, as computed
3 by the General Accounting Office, of travel by United
4 States owned and operated vessels rather than a reduced
5 fare rate which is available for such employees when travel-
6 ing on their own account.

7 TITLE III—INDEPENDENT AGENCIES

8 CIVIL AERONAUTICS BOARD

9 Salaries and expenses: For necessary expenses of the
10 Civil Aeronautics Board, including contract stenographic
11 reporting services; employment of temporary guards on a
12 contract or fee basis; salaries and traveling expenses of
13 employees detailed to attend courses of training conducted
14 by the Government or industries serving aviation; hire,
15 operation, maintenance, and repair of aircraft; expenses of
16 attendance at meetings of organizations concerned with the
17 activities of this appropriation; hire of passenger motor
18 vehicles; services as authorized by section 15 of the Act of
19 August 2, 1946 (5 U. S. C. 55a), at rates for individuals
20 not to exceed \$50 per diem; \$5,255,400.

21 Payments to air carriers: For payments to air carriers
22 of so much of the compensation fixed and determined by
23 the Civil Aeronautics Board under section 406 of the Civil
24 Aeronautics Act of 1938, as amended (49 U. S. C. 486), as
25 is payable by the Civil Aeronautics Board pursuant to Re-

1 organization Plan No. 10 of 1953; \$38,754,000, to remain
2 available until expended.

3 SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

4 The Saint Lawrence Seaway Development Corporation
5 is hereby authorized to make such expenditures, within the
6 limits of funds and borrowing authority available to such
7 Corporation, and in accord with law, and to make such con-
8 tracts and commitments without regard to fiscal year limita-
9 tions as provided by section 104 of the Government Corpora-
10 tion Control Act, as amended, as may be necessary in
11 carrying out the programs set forth in the budget for the
12 fiscal year 1958 for such Corporation, except as hereinafter
13 provided:

14 Not to exceed \$400,000 shall be available for admin-
15 istrative expenses which shall be computed on an accrual
16 basis, including not to exceed \$1,000 for official entertain-
17 ment expenses, to be expended upon the approval or au-
18 thority of the Administrator: *Provided*, That said funds
19 shall be available for services as authorized by section 15
20 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates
21 for individuals not to exceed \$50 per day.

22 TARIFF COMMISSION

23 Salaries and expenses: For necessary expenses of the
24 Tariff Commission, including subscriptions to newspapers
25 (not to exceed \$200), not to exceed \$20,000 for expenses

1 of travel, and contract stenographic reporting services as
2 authorized by section 15 of the Act of August 2, 1946
3 (5 U. S. C. 55a), \$1,640,000: *Provided*, That no part of
4 this appropriation shall be used to pay the salary of any
5 member of the Tariff Commission who shall thereafter partic-
6 ipate in any proceedings under sections 336, 337, and 338
7 of the Tariff Act of 1930, wherein he or any member of his
8 family has any special, direct, and pecuniary interest, or in
9 which he has acted as attorney or special representative:
10 *Provided further*, That no part of the foregoing appropria-
11 tion shall be used for making any special study, investigation
12 or report at the request of any other agency of the executive
13 branch of the Government unless reimbursement is made
14 for the cost thereof: *Provided further*, That that part of the
15 foregoing appropriation which is for expenses of travel shall
16 be available, when specifically authorized by the Chairman of
17 the Tariff Commission, for expenses of attendance at meet-
18 ings of organizations concerned with the functions and
19 activities of the said Commission.

20 TITLE IV—GENERAL PROVISIONS

21 SEC. 401. (a) No part of any appropriation contained in
22 this Act shall be used for publicity or propaganda purposes
23 not heretofore authorized by the Congress.

24 (b) No part of any appropriation contained in this Act
25 shall be used for payment of any expert or consultant, or of

1 any management engineering corporation, company, firm,
2 or other organization, for the performance of any service
3 relating to the management or organization of the Depart-
4 ment of Commerce or any bureau, administration, office,
5 corporation, or other agency thereof, the Canal Zone Gov-
6 ernment, the Panama Canal Company, or any independent
7 board, corporation, or commission, unless the utilization and
8 payment of experts or consultants, or of management engi-
9 neering corporations, companies, firms, or other organiza-
10 tions, is specifically authorized by law for the performance
11 of such service.

12 SEC. 402. No part of any appropriation contained in this
13 Act shall be used to pay any expenses incident to or in con-
14 nection with participation in the International Materials
15 Conference.

16 This Act may be cited as the "Department of Com-
17 merce and Related Agencies Appropriation Act, 1958".

Passed the House of Representatives April 9, 1957.

Attest:

RALPH R. ROBERTS,

Clerk.

AN ACT

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes.

APRIL 10 (legislative day, APRIL 9), 1957

Read twice and referred to the Committee on Appropriations

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued May 15, 1957
For actions of May 14, 1957
85th-1st, No. 80

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HIGHLIGHTS: House debated Agricultural appropriation bill. Rep. Cannon criticized "propaganda campaigns" for enactment of Hoover Commission recommendations.

HOUSE

1. AGRICULTURAL APPROPRIATION BILL, 1958. Began debate on this bill, H.R. 7441. General debate on the bill was concluded. It will be read for amendments today. pp. 6113-48
2. BUDGET; ORGANIZATION. Rep. Cannon stated that "one of the most persistent and most misleading propaganda campaigns ever waged is the effort to pressure the Congress into enacting the second Hoover Commission recommendations", criticized certain budget and accounting recommendations of the Commission as being impractical, and inserted tables indicating recommendations which have been implemented in the executive branch and bills which have been passed to implement recommendations. pp. 6131-34
3. FOREIGN TRADE; SURPLUS COMMODITIES. Rep. Dixon discussed the serious situation in the domestic lead-zinc mining industry, and the importance of the barter program of this Department as an aid to the industry. pp. 6148-49
4. ELECTRIFICATION. Reps. Green and Ullman criticized the rapid tax amortization certificates granted to the Idaho Power Co. for the construction of small dams on the Snake River in preference to the Hells Canyon dam. pp. 6153, 6154-56

5. BUDGET. Rep. Dwyer defended Administration against recent attacks on the size of the budget. pp. 6153-54

SENATE

6. APPROPRIATIONS. The Appropriations Committee ordered reported with amendments H.R. 6700, the Commerce Department appropriation bill for 1958, and H.R. 6871 ~~the State Justice Judiciary appropriation bill for 1958. p. D407~~

The "Daily Digest" states that the bill, as reported provides a total reduction from the House-passed figures of \$40 million for the Commerce Department and \$714,500 ~~for the State Justice Judiciary appropriation.~~

ITEMS IN APPENDIX

7. ELECTRIFICATION; RECLAMATION. Rep. Ullman inserted letters supporting his stand for a high Federal dam in Hells Canyon. pp. A3657-8
8. FARM PROGRAM. Rep. Knutson inserted a farmer's letter criticizing this Department as "the biggest source of racketeering and misappropriation of Federal funds of any agency in Washington." pp. A3658-9
Rep. Cunningham inserted an editorial criticizing the Secretary for the level of wheat price supports. p. A3668
Extension of remarks of Rep. Lesinski urging passage of his bill, H.R. 6157, to control production rather than acreage by means of marketing quotas. p. A3686
9. FOOD PRICES. Rep. Roosevelt inserted Rep. McGovern's statement to the Consumer Study Subcommittee of the House Agriculture Committee in which he urged the subcommittee "to dispel the myth that leads the urban consumer to believe that farm prices have caused high food prices." p. A3660
10. FOREIGN AID. Extension of remarks of Rep. Ashley favoring foreign aid, and inserting a constituent's letter favoring extension of developmental aid through the United Nations. p. A3661
11. WATER RESOURCES. Rep. Smith inserted a speech by the Chief of Engineers on the value of water utilization for irrigation, flood control, navigation, industrial uses, and recreation. pp. A3662-4
Rep. Brooks inserted a speech by the La. Director of Public Works on the work in La. to solve water problems. pp. A3683-5
12. RURAL DEVELOPMENT. Rep. Reece inserted an article on the achievements of rural development pilot programs in Tenn. pp. A3672-3
13. BUDGET. Rep. Smith, Kan., inserted a letter stating: "We believe the time has come when we should be more grateful to our chosen representatives for what they save us than what they get for us.." p. A3681
Rep. Gavin inserted a newspaper article, "Strong Pressure For Budget Cuts--Voice of the People Wants Debt Cut; Lavish Foreign Aid Spending Scored." pp. A3685-6

BILLS INTRODUCED

14. PERSONNEL. H.R. 7512, by Rep. Baring, to amend the Civil Service Retirement Act Amendments of 1956 applicable to certain persons who retired under the automatic separation provisions of the Civil Service Retirement Act prior to the enactment of such amendments; to Post Office and Civil Service Committee.

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued May 17, 1957
For actions of May 16, 1957
85th-1st, No. 82

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Electrification.3,15,23,26	Life insurance.....1	Weather control.....1
Farm prices.....22	Loans.....7	

HIGHLIGHTS: Congressional action was completed on Treasury-Post Office appropriation bill. Ready for President. Sens. Carlson and Johnson urged action on deferred grazing appropriation. Several Representatives criticized, and others defended, House action on soil bank appropriation.

SENATE

.. APPROPRIATIONS. Concurred in the House amendment to the Senate amendment to H.R. 4897, the Treasury-Post Office Appropriation bill for 1958. This amendment would allow the Treasury to expend no more funds than estimated in the Budget for any item, when transferring up to 5% of its funds from one appropriation to another. pp. 6307-8

H.R. 6700, the Commerce Department appropriation bill for 1958, was made the unfinished business. pp. 6321-2

The Appropriations Committee reported with amendments H.R. 6700, the Commerce and related agencies appropriation bill, on May 14 during adjournment (S. Rept 304) (p. 6197). The Committee recommended \$200,000 (a reduction of \$195,000 from the House bill) for the Office of Area Development with a statement in the report as follows: "In view of the pending legislation relating to distressed areas assistance, the committee feels it premature and inadvisable to authorize any larger level for this activity now." The Committee recommended \$250,000 (a reduction of \$60,000 in the budget estimate; House provided nothing) for the Advisory Committee on Weather Control with the following statement: "The Committee in making the above recommendation understands that the amount allowed will provide sufficient funds for the preparation of a final report and that the agency will be completely liquidated by July 30, 1958."

In reporting H.R. 7221, the third supplemental appropriation bill for 1957 (see Digest 81), the Appropriations Committee made several changes in items for this Department as summarized in the table attached to this Digest. The following are excerpts from the Committee report:

Employees' life insurance. "The committee recommends an increase of \$76,500 in the limitation for administrative expenses, which includes the costs of assuming life-insurance agreements of the remaining 9 employee beneficial associations by August 17, 1957, as required by law.

"Also recommended is the language to make available \$23,000 of such funds in 1958, since it is anticipated that these funds will be needed after July 1 in order to complete the assumption of the remaining associations by the deadline date.

"The committee is advised that any further delay in assuming the remaining agreements may result in these nine associations being placed in a precarious financial position, that some of the associations are already liquidating part of their assets in order to pay claims to survivors due to their lack of cash occasioned by their inability to compete with the Federal insurance program.

The committee is further advised that it would be an absolute impossibility to separate the beneficiaries between those retired and those who are still in Government service and to attempt to take over the agreements of only those who retired prior to the Federal program.

"The committee believes that equity to all concerned requires the approval of funds to allow the completion of the job of taking over the agreements from the employee beneficial associations."

Flood insurance. "The committee recommends an appropriation of \$14,000,000, instead of the requested amount of \$50,000,000, to provide for a program of direct flood insurance as authorized by the Federal Flood Insurance Act of 1956. These funds will cover contract operating expenses, including compensation to private insurance organizations for the writing, management, servicing, and adjustment of such insurance. The committee is advised that the development of the flood indemnity program has now reached the point where it is necessary to enter into final contract negotiations with the private insurance organizations, and funds are required to pay for the services to be rendered by them. No provision is made for the reinsurance or loan contract programs which are also authorized by the act.

"In denying the additional \$36 million, requested for the payment of losses under the direct flood insurance program, the committee is advised that the Administrator would exercise the authorization under the act to borrow such funds from the Treasury only if needed, in case the premium income is insufficient to pay losses.

"The committee believes it is important to get the direct insurance program started promptly, in order to allow a thorough trial of the planned program during the time until June of 1959 when the Federal Government contributes the full amount of the subsidy, and to provide a basis of some experience and adequate time for the legislatures of the States to take appropriate action for dividing the subsidy equally with the Federal Government, after June of 1959."

2. DEFERRED GRAZING. Sen. Carlson urged that action be taken to include funds for the deferred grazing program in a deficiency appropriation bill, and Sen. Johnson discussed the matter with him in connection with departmental plans on the subject.
3. RECLAMATION. Passed without amendment S. 413, to transfer title to irrigation systems to the users upon completion of repayment of Federal costs. p. 6305

DEPARTMENT OF COMMERCE AND RELATED AGENCIES
APPROPRIATION BILL, 1958

MAY 14, 1957.—Ordered to be printed under authority of the order of the Senate
of May 13, 1957

Mr. HOLLAND, from the Committee on Appropriations, submitted
the following

REPORT

[To accompany H. R. 6700]

The Committee on Appropriations, to whom was referred the bill (H. R. 6700) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes, report the same to the Senate with various amendments and present herewith information relative to the changes made:

Amount of bill as passed House.....	\$653, 685, 060
Amount of decrease by the Senate.....	40, 100, 770
Amount of bill as reported to Senate.....	613, 584, 290
Amount of appropriations, 1957.....	768, 535, 136
Amount of the regular and supplemental budget estimates, 1958.....	871, 513, 000

The bill as reported to the Senate:

Under the appropriations for 1957.....	154, 950, 846
Under the estimates for 1958.....	257, 928, 710

TITLE I—DEPARTMENT OF COMMERCE

For the Department of Commerce, the committee recommends \$551,890,690, a reduction of \$39,496,370 below the amount approved by the House, \$251,899,310 below the budget estimates, and

The increase over the House bill provides for high priority items identified by the Director of the National Bureau of Standards in his testimony. These increases are summarized as follows:

Physics, electronics, and mathematics-----	\$343, 400
Chemistry and metallurgy-----	196, 800
Mechanics and structures-----	71, 500
Radio sciences and cryogenic engineering-----	427, 800
Total-----	1, 039, 500

WEATHER BUREAU

Salaries and expenses.—The committee recommends \$38,252,200, an increase of \$772,100 over the House bill and a reduction of \$1,047,800 in the estimate.

The additional amount allowed over the House bill provides specifically for the following items, which according to the testimony, were not allowed by the House:

Higher-speed electronic computer for meteorological research-----	\$400, 000
Restoration of base funds for research-----	200, 000
Operation and maintenance of observing facilities-----	97, 900
Retirement fund contribution (base program)-----	74, 200
Total-----	772, 100

The committee wishes to emphasize again its concern with meteorological research. It is the sense of the committee that the amount of \$2,804,500 recommended for research is not to be diverted for other purposes, as was the case in the current fiscal year.

GENERAL PROVISIONS

The committee recommends language section 104, which will provide 14 additional supergrade positions for the Civil Aeronautics Administration. The committee was informed that this authorization was necessary to permit recruitment and retention of key technical, professional, and managerial positions in the Civil Aeronautics Administration.

TITLE II—THE PANAMA CANAL

Operating expenses.—The committee recommends \$15,765,600, an increase of \$117,000 over the House bill and a reduction of \$782,400 in the estimate. The additional amount over the House bill is to provide special appliances and salaries and qualified professional workers for schooling for handicapped children. Testimony before the committee indicated that there are over 400 children who are physically or mentally handicapped requiring some special instruction and 250 known cases that should be given full-time special instruction separated from normal children.

Capital outlay.—In this appropriation request, the House disallowed an item for part of the cost of constructing new residences for the Governor and Lieutenant Governor. In taking this action the House report indicated that these projects should be deferred pending review before the appropriate committees of Congress. Testimony before the committee established that the Panama Canal Company has substantive authority to build these houses with company funds

although an appropriation is required for the part of the costs allocable to the Canal Zone Government. Such costs include site preparation, utility connections, landscaping, etc. In view of the statutory authority for the construction of these houses, the committee recommends the appropriation.

The present residence of the Governor is a frame structure built in 1904. The Governor testified that the present structure can be rebuilt for about \$110,000. The committee considers that the duties of the Governor as the representative of the United States Government in the Canal Zone require the provision of a residence at least as adequate as the present structure and that replacement or reconstruction of the residence is necessary to eliminate expensive maintenance costs. The committee also considers that the company should complete the quarters program by building the planned residence for the Lieutenant Governor. Accordingly the committee has increased the appropriation for capital outlay of the Canal Zone Government costs for replacing or rebuilding the Governor's residence and building a new house for the Lieutenant Governor.

The entire appropriation for Canal Zone Government is reimbursed to the Treasury from revenues or by the Panama Canal Company.

The committee recommends approval of language authorizing rates of not to exceed \$100 per diem for temporary services as authorized by title 5, United States Code, section 55a. In section 203, where this amendment appears, the bill provides a limitation of \$15,000 for such services.

TITLE III—INDEPENDENT AGENCIES

ADVISORY COMMITTEE ON WEATHER CONTROL

Salaries and expenses.—The committee recommends \$250,000. This is a reduction of \$60,000 in the budget estimate. The House bill made no allowance for this item.

The committee in making the above recommendation understands that the amount allowed will provide sufficient funds for the preparation of a final report and that the agency will be completely liquidated by July 30, 1958.

CIVIL AERONAUTICS BOARD

Salaries and expenses.—The committee recommends \$5,725,000, an increase of \$469,600 over the House bill, and the same amount as the budget estimate. The amount allowed will permit the Board to continue to make progress in its economic regulation activities with particular regard to accounting and audit activities as well as the field of safety regulation.

Payments to air carriers.—The committee recommends \$37,228,000, a reduction of \$1,526,000 from the House bill and a reduction of \$5,112,000 in the estimate.

It is believed that the amount recommended will be adequate for requirements for such payments in 1958 in view of the approval of certain fare increases approved for Hawaiian carriers and other factors tending to reduce air carrier subsidies.

TARIFF COMMISSION

Salaries and expenses.—The committee recommends \$1,700,000, an increase of \$60,000 over the House bill and the amount of the budget estimate. The committee recognizes the importance of the Commission and is aware of the workload involved in supplying information to the Congress. Testimony given in the course of the hearings revealed that in the face of growing workload the Tariff Commission has been understaffed.

TITLE IV—GENERAL PROVISIONS

The committee recommends deletion of section 401 (b) which would prohibit use of management consultants. Statements from the Department of Commerce and the Panama Canal Company were presented in the hearings urging this deletion.

COMPARATIVE STATEMENT OF APPROPRIATIONS FOR 1957, AND ESTIMATES AND AMOUNTS RECOMMENDED
IN THE BILL FOR 1958

TITLE I—DEPARTMENT OF COMMERCE

Item	Appropriations, 1957	Budget estimates, 1958	Recommended in House bill for 1958	Amount recommended by Senate committee	Increase (+) or decrease (—), Senate bill compared with—		
					Appropriations, 1957	Budget estimates, 1958	House bill
GENERAL ADMINISTRATION							
Salaries and expenses.....	\$2,450,000	\$2,835,000	\$2,695,200	\$2,695,200	+\$245,200	—\$139,800	
CENSUS BUREAU							
Salaries and expenses.....	7,475,000	8,535,000	7,881,800	7,881,800	+406,800	—653,200	
1958 censuses of business, manufactures, and mineral industries.....	150,000	1,845,000	1,000,000	1,000,000	+850,000	—845,000	
18th decennial census.....		4,100,000	3,250,000	3,250,000	+3,250,000	—850,000	
Census of governments.....	1,750,000				—1,750,000		
National housing inventory.....	1,000,000				—1,000,000		
Total, Census Bureau.....	10,375,000	14,480,000	12,131,800	12,131,800	+1,756,800	—2,348,200	
CIVIL AERONAUTICS ADMINISTRATION							
Operation and regulation.....	136,804,000	195,000,000	177,747,800	190,201,000	+53,397,000	—4,799,000	+\$12,453,200
Air navigation facilities, establishment of.....	75,000,000	175,000,000	116,561,860	132,645,190	+57,645,190	—42,354,810	+16,083,330
Grants-in-aid for airports (liquidation of contract authorization).....	30,000,000	35,000,000	30,000,000	25,000,000	—5,000,000	—10,000,000	—5,000,000
Washington National Airport:							
Maintenance and operation.....	1,500,000	1,800,000	1,566,000	1,566,000	+66,000	—234,000	
Construction.....		500,000	250,000	250,000	+250,000	—250,000	
Alaska airports, maintenance and operation.....	618,000	1,250,000	700,000	700,000	+82,000	—550,000	
Air navigation development.....	1,500,000	2,000,000	1,500,000	1,500,000		—500,000	

Comparative statement of appropriations for 1957, and estimates and amounts recommended in the bill for 1958—Continued

TITLE I—DEPARTMENT OF COMMERCE—Continued

Item	Appropriations, 1957	Budget estimates, 1958	Recommended in House bill for 1958	Amount recommended by Senate committee	Increase (+) or decrease (—), Senate bill compared with—	
					Appropriations, 1957	Budget estimates, 1958
CIVIL AERONAUTICS ADMINISTRATION—continued						
Land acquisition, additional Washington airport.....	\$3, 136				—\$3, 136	
Total, Civil Aeronautics Administration.....	245, 425, 136	\$410, 550, 000	\$328, 325, 060	\$351, 862, 190	+106, 437, 054	—\$58, 687, 810
COAST AND GEODETIC SURVEY						
Salaries and expenses.....	10, 900, 000	12, 100, 000	11, 550, 000	11, 550, 000	+650, 000	—550, 000
Construction of surveying ship.....	3, 700, 000				—3, 700, 000	
Total, Coast and Geodetic Survey.....	14, 600, 000	12, 100, 000	11, 550, 000	11, 550, 000	—3, 050, 000	—550, 000
BUSINESS AND DEFENSE SERVICES ADMINISTRATION						
Salaries and expenses.....	6, 975, 000	7, 075, 000	3, 515, 000	5, 632, 000	—1, 293, 000	—1, 393, 000
OFFICE OF AREA DEVELOPMENT						
Salaries and expenses.....		395, 000	395, 000	200, 000	+200, 000	—195, 000
BUREAU OF FOREIGN COMMERCE						
Salaries and expenses.....	2, 400, 000	2, 645, 000	2, 261, 500	2, 445, 000	+45, 000	—200, 000
Export control.....	3, 000, 000	3, 060, 000	3, 060, 000	3, 030, 000	+60, 000	
Total, Bureau of Foreign Commerce.....	5, 400, 000	5, 705, 000	5, 321, 500	5, 505, 000	+105, 000	—200, 000
OFFICE OF BUSINESS ECONOMICS						
Salaries and expenses.....	960, 000	1, 055, 000	1, 035, 000	1, 035, 000	+75, 000	—20, 000
MARITIME ADMINISTRATION						
Ship construction.....	100, 700, 000	94, 500, 000	3, 000, 000	3, 000, 000	—97, 700, 000	—91, 500, 000
Operating differential subsidies.....	124, 000, 000	120, 000, 000	100, 000, 000	135, 000, 000	—80, 000, 000	—85, 000, 000

—65, 000, 000

Salaries and expenses.....	15,350,000	12,850,000	15,425,000	15,425,000	+75,000	-425,000
Maritime training.....	2,200,000	2,585,000	2,394,300	2,394,300	+194,300	-190,700
State marine schools.....	660,000	660,000	660,000	660,000		
Total, Maritime activities.....	242,910,000	233,595,000	121,479,300	56,479,300	-186,430,700	-177,115,700
INLAND WATERWAYS CORPORATION						
Administrative expense limitation.....	(14,000)	(4,500)	(4,500)	(4,500)	-(9,500)	
PATENT OFFICE						
Salaries and expenses.....	17,000,000	19,200,000	19,000,000	19,000,000	+2,000,000	-200,000
BUREAU OF PUBLIC ROADS						
Federal-aid highways (trust fund).....	(1,050,000,000)	(1,690,000,000)	(1,690,000,000)	(1,690,000,000)	+(640,000,000)	
Forest highways (liquidation of contract authorization).....	23,000,000	28,000,000	25,000,000	23,000,000		-5,000,000
Public lands highways (liquidation of contract authorization).....	1,900,000	2,000,000	1,500,000	1,500,000	-400,000	-500,000
Inter-American Highway.....		12,000,000	12,000,000	12,000,000	+12,000,000	
Reimbursement to highway fund, District of Columbia.....	200,000				-200,000	
Woodrow Wilson Memorial Bridge (Jones Point Bridge).....	14,325,000				-14,325,000	
Total, Bureau of Public Roads.....	39,425,000	42,000,000	38,500,000	36,500,000	-2,925,000	-5,500,000
NATIONAL BUREAU OF STANDARDS						
Expenses.....	8,750,000	11,500,000	8,908,500	9,948,000	+1,198,000	-1,552,000
Plant and equipment.....	450,000	800,000	450,000	450,000		-350,000
Construction of facilities.....	930,000	2,000,000			-930,000	-2,000,000
Total, National Bureau of Standards.....	10,130,000	14,300,000	9,358,500	10,398,000	+268,000	-3,902,000
WEATHER BUREAU						
Salaries and expenses.....	35,400,000	39,300,000	37,480,100	38,252,200	+2,852,200	-1,047,800
Establishment of meteorological facilities.....	2,500,000	1,200,000	600,000	600,000	-1,900,000	-600,000
Total, Weather Bureau.....	37,900,000	40,500,000	38,080,100	38,852,200	+952,200	-1,647,800
Total, title I.....	633,550,136	803,790,000	591,357,060	551,890,690	-81,659,446	-251,899,310

† And in addition \$65,000,000 to be derived by transfer.

Comparative statement of appropriations for 1957, and estimates and amounts recommended in bill for 1958—Continued

TITLE II—THE PANAMA CANAL

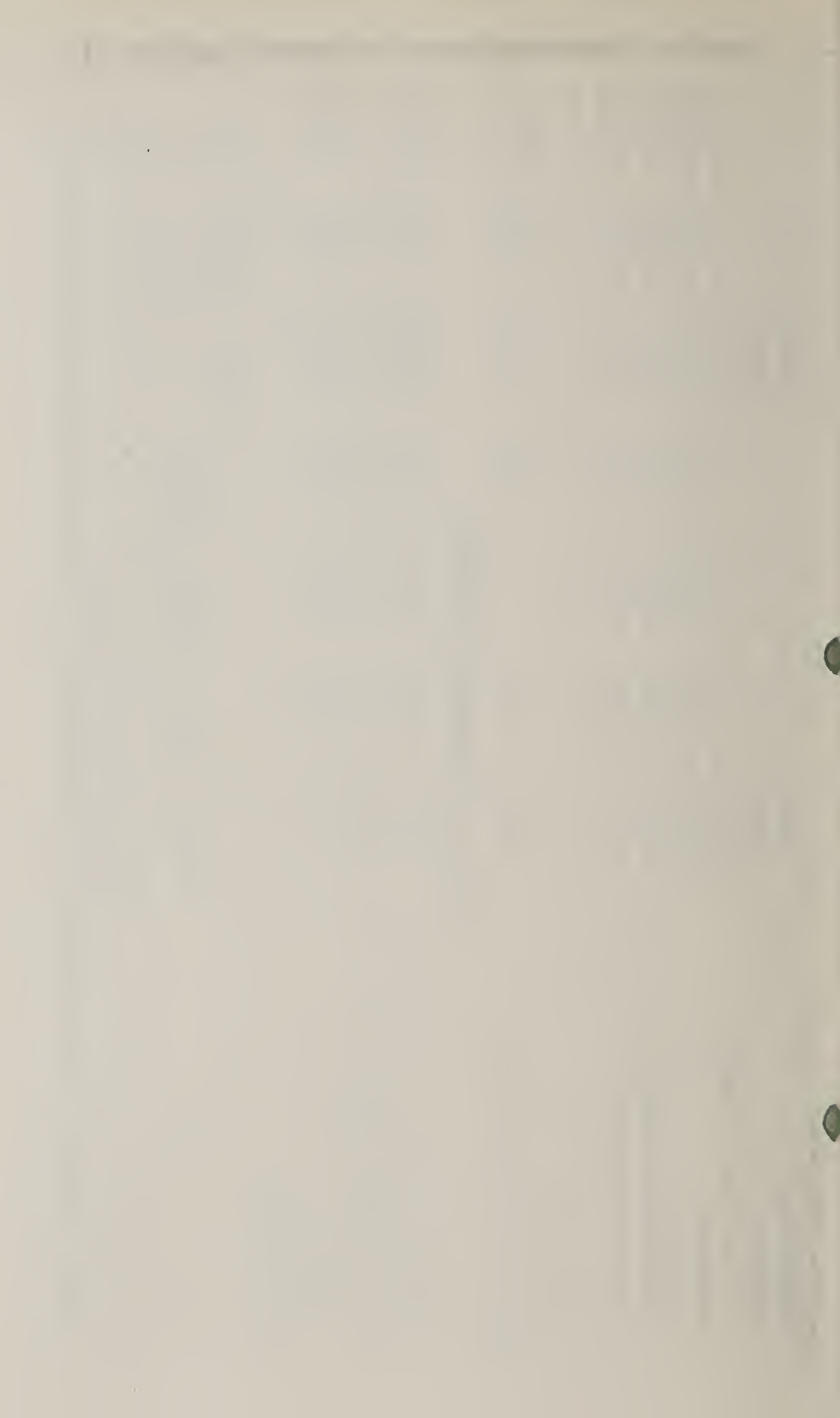
item	Appropriations, 1957	Budget estimates, 1958	Recommended in House bill for 1958	Amount recommended by Senate committee	Increase (+) or decrease (—), Senate bill compared with—		
					Appropriations, 1957	Budget estimates, 1958	House bill
Canal Zone Government:							
Operating expenses.....	\$15,410,000	\$16,548,000	\$15,648,600	\$15,765,600	+\$355,600	—\$782,400	+\$117,000
Capital outlay.....		1,100,000	1,000,000	1,025,000	+1,025,000	—75,000	+25,000
Total, Canal Zone Government.....	15,410,000	17,648,000	16,648,600	16,790,600	+1,380,600	—857,400	+142,000
Panama Canal Company: Administrative expense limitation.....	(3,679,000)	(7,820,000)	(7,820,000)	(7,820,000)	+(4,141,000)	-----	-----
Total, title II.....	15,410,000	17,648,000	16,648,600	16,790,600	+1,380,600	—857,400	+142,000

TITLE III—INDEPENDENT AGENCIES

Advisory Committee on Weather Control.....	\$300,000	\$310,000	-----	\$250,000	—\$50,000	—\$50,000	+\$250,000
Civil Aeronautics Board:							
Salaries and expenses.....	4,625,000	5,725,000	\$5,255,400	5,725,000	+1,100,000	-----	+469,600
Payments to air carriers.....	16,200,000	42,340,000	38,754,000	37,228,000	+21,028,000	—5,112,000	—1,526,000
Total, Civil Aeronautics Board.....	20,825,000	48,065,000	44,009,400	42,953,000	+22,128,000	—5,112,000	—1,056,400
St. Lawrence Seaway Development Corporation: Administrative expense limitation.....	(325,000)	(410,000)	(400,000)	(400,000)	—(410,000)	—(10,000)	-----

Small Business Administration:									
Salaries and expenses.....	1,900,000							-1,900,000	
Revolving fund.....	95,000,000							-95,000,000	
Total, Small Business Administration.....	96,900,000							-96,900,000	
Tariff Commission.....	1,550,000	1,700,000	1,640,000	1,700,000	1,700,000			+150,000	+60,000
Total, title III.....	119,575,000	50,075,000	45,649,400	44,903,000	44,903,000			-74,672,000	-746,400
Grand total, titles I, II, and III.....	768,535,136	871,513,000	653,685,050	613,584,290	613,584,290			-154,950,846	-40,100,770

○



85TH CONGRESS
1ST SESSION

H. R. 6700

[Report No. 304]

IN THE SENATE OF THE UNITED STATES

APRIL 10 (legislative day, APRIL 9), 1957

Read twice and referred to the Committee on Appropriations

MAY 14, 1957

Reported, under authority of the order of the Senate of May 13, 1957, by Mr.
HOLLAND, with amendments

[Omit the part struck through and insert the part printed in italic]

AN ACT

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That the following sums are appropriated, out of any money
4 in the Treasury not otherwise appropriated, for the Depart-
5 ment of Commerce and related agencies for the fiscal year
6 ending June 30, 1958, namely:

7 TITLE I—DEPARTMENT OF COMMERCE

8 GENERAL ADMINISTRATION

9 Salaries and expenses: For expenses necessary for the
10 general administration of the Department of Commerce,
11 \$2,695,200.

1 BUREAU OF THE CENSUS

2 Salaries and expenses: For expenses necessary for col-
3 lecting, compiling, and publishing current census statistics
4 provided for by law, including enumerators at rates to be
5 fixed without regard to the Classification Act of 1949, as
6 amended, \$7,881,800.

7 1958 censuses of business, manufactures, and mineral
8 industries: For expenses necessary for preparing for the
9 1958 censuses of business, manufactures, and mineral in-
10 dustries as authorized by law, including enumerators at rates
11 to be fixed without regard to the Classification Act of 1949,
12 as amended, and additional compensation of Federal em-
13 ployees temporarily detailed for field work under this appro-
14 priation, \$1,000,000: *Provided*, That the appropriation
15 granted under this head in the Department of Commerce
16 and Related Agencies Appropriation Act, 1957, shall be
17 merged with this appropriation.

18 Eighteenth decennial census: For expenses necessary for
19 preparing for, taking, compiling, and publishing the eight-
20 eenth decennial census, as authorized by law (13 U. S. C.
21 5-9, 11, 23-25, 141-145), including enumerators at rates
22 to be fixed without regard to the Classification Act of 1949,
23 as amended, and additional compensation of Federal em-
24 ployees temporarily detailed for field work under this ap-

1 appropriation; \$3,250,000, to remain available until Decem-
2 ber 31, 1962.

3 CIVIL AERONAUTICS ADMINISTRATION

4 Operation and regulation: For necessary expenses of
5 the Civil Aeronautics Administration in carrying out the
6 provisions of the Civil Aeronautics Act of 1938, as amended
7 (49 U. S. C. 401), and other Acts incident to the enforce-
8 ment of safety regulations, maintenance and operation of
9 air-navigation and air-traffic control facilities, and disposal of
10 surplus airports and administering instruments of disposal;
11 planning, research, and administrative expenses for carrying
12 out the provisions of the Federal Airport Act of May 13,
13 1946, as amended, including furnishing advisory services to
14 States and other public and private agencies in connection
15 with the construction or improvement of airports and land-
16 ing areas; developmental work and service-testing as tends
17 to the creation of improved air-navigation facilities, includ-
18 ing landing areas, aircraft, aircraft engines, propellers, appli-
19 ances, personnel, and operation methods, and acquisition of
20 sites for such activities by lease, or grant; purchase of not to
21 exceed ~~forty~~ *forty-nine* passenger motor vehicles for re-
22 placement only; hire of aircraft (not exceeding \$600,000-
23 \$750,000) ; operation and maintenance of not to exceed
24 ~~ninety-two~~ *one hundred* aircraft; fees and mileage of expert

1 and other witnesses; and purchase and repair of skis and
2 snowshoes; ~~\$177,747,800~~ \$190,201,000: *Provided*, That
3 there may be credited to this appropriation, funds received
4 from States, counties, municipalities, and other public au-
5 thorities for expenses incurred in the maintenance and
6 operation of air-navigation facilities.

7 Establishment of air-navigation facilities: For an addi-
8 tional amount for the acquisition, establishment, and im-
9 provement by contract or purchase and hire of air-navigation
10 facilities, including the initial acquisition of necessary sites
11 by lease or grant; the construction and furnishing of quarters
12 and related accommodations for officers and employees of the
13 Civil Aeronautics Administration and the Weather Bureau
14 stationed at remote localities not on foreign soil where such
15 accommodations are not available; the initial flight
16 checking of air-navigation facilities and the transportation by
17 air to and from and within the Territories of the United
18 States of materials and equipment secured under this appro-
19 priation; ~~\$116,561,860~~ \$132,645,190, to remain available
20 until expended.

21 Grants-in-aid for airports (liquidation of contract au-
22 thorization): For liquidation of obligations incurred under
23 authority granted in the Act of August 3, 1955 (69 Stat.
24 441), to enter into contracts, ~~\$30,000,000~~ \$25,000,000,
25 to remain available until expended.

1 Maintenance and operation, Washington National Air-
2 port: For expenses incident to the care, operation, mainte-
3 nance and protection of the Washington National Airport,
4 including purchase of one passenger motor vehicle for re-
5 placement only; purchase, cleaning, and repair of uniforms;
6 and arms and ammunition; \$1,566,000.

7 Construction, Washington National Airport: For an
8 additional amount for "Construction, Washington National
9 Airport," including construction, alterations, and repairs,
10 \$250,000, to remain available until expended.

11 Maintenance and operation of public airports, Territory
12 of Alaska: For expenses necessary for the maintenance,
13 improvement, and operation of public airports in the Terri-
14 tory of Alaska, as authorized by law (48 U. S. C. 485
15 c-h) ; including arms and ammunition; and purchase, repair,
16 and cleaning of uniforms; \$700,000.

17 Air navigation development: For expenses necessary for
18 planning and developing a national system of aids to air
19 navigation and air traffic control common to military and
20 civil air navigation, including research, experimental investi-
21 gations, purchase and development, by contract or otherwise,
22 of new types of air navigation aids (including plans, specifi-
23 cations, and drawings) ; hire of aircraft; acquisition of neces-
24 sary sites by lease or grant; payments in advance under
25 contracts for research or development work; and not to ex-

1 ceed ~~\$192,000~~ \$255,000 for administrative expenses;
2 \$1,500,000.

3 COAST AND GEODETIC SURVEY

4 Salaries and expenses: For expenses necessary to carry
5 out the provisions of the Act of August 6, 1947 (33 U. S. C.
6 883a-883i), including purchase of not to exceed three pas-
7 senger motor vehicles for replacement only; uniforms or
8 allowances therefor, as authorized by the Act of September
9 1, 1954 (68 Stat. 1114), as amended; lease of sites and the
10 erection of temporary buildings for tide, magnetic or seismo-
11 logical observations; hire of aircraft; operation, maintenance,
12 and repair of an airplane; extra compensation at not to ex-
13 ceed \$15 per month to each member of the crew of a vessel
14 when assigned duties as recorder or instrument observer,
15 and at not to exceed \$1 per day for each station to employees
16 of other Federal agencies while making oceanographic ob-
17 servations or tending seismographs; pay, allowances, gratui-
18 ties, transportation of dependents and household effects, and
19 payment of funeral expenses, as authorized by law, for not
20 to exceed 185 commissioned officers on the active list; pay-
21 ments under the Uniform Services Contingency Option Act
22 of 1953; and pay of commissioned officers retired in accord-
23 ance with law; \$11,550,000, of which \$566,000 shall be
24 available for retirement pay of commissioned officers: *Pro-*
25 *vided*, That during the current fiscal year, this appropriation

1 shall be reimbursed for press costs and costs of paper for
2 charts published by the Coast and Geodetic Survey and
3 furnished for the official use of the military departments
4 of the Department of Defense.

5 BUSINESS AND DEFENSE SERVICES ADMINISTRATION

6 Salaries and expenses: For necessary expenses of the
7 Business and Defense Services Administration, including
8 transportation and not to exceed \$15 per diem in lieu of
9 subsistence for persons serving without compensation while
10 away from their homes or regular places of business,
11 ~~\$3,515,000~~ \$5,682,000.

12 OFFICE OF AREA DEVELOPMENT

13 Salaries and expenses: For necessary expenses of the
14 Office of Area Development, ~~\$395,000~~ \$200,000.

15 BUREAU OF FOREIGN COMMERCE

16 Salaries and expenses: For necessary expenses of the
17 Bureau of Foreign Commerce, including the purchase of
18 Commercial and trade reports, ~~\$2,261,500~~ \$2,445,000.

19 Export control: For expenses necessary for carrying
20 out the provisions of the Export Control Act of 1949, as
21 amended, relating to export controls, including awards of
22 compensation to informers under said Act and as authorized
23 by the Act of August 13, 1953 (22 U. S. C. 401),
24 \$3,060,000, of which not to exceed \$1,006,000 may be
25 advanced to the Bureau of Customs, Treasury Department,

1 for enforcement of the export control program, and of which
2 not to exceed \$93,400 may be advanced to the appropria-
3 tion for "Salaries and expenses" under General administra-
4 tion.

5 OFFICE OF BUSINESS ECONOMICS

6 Salaries and expenses: For necessary expenses of the
7 Office of Business Economics, \$1,035,000.

8 MARITIME ACTIVITIES

9 Ship construction: For acquisition of used ships pur-
10 suant to section 510 of the Merchant Marine Act, 1936, as
11 amended (46 U. S. C. 1160), and for research, develop-
12 ment, and design expenses incident to new and advanced ship
13 design, machinery, and equipment; \$3,000,000, to remain
14 available until expended: *Provided, That transfers may be*
15 *made to the appropriation for the current fiscal year for*
16 *"Salaries and expenses" for administrative and warehouse*
17 *expenses (not to exceed \$1,700,000) and for reserve*
18 *fleet expenses (not to exceed \$500,000), and any such trans-*
19 *fers shall be without regard to the limitations under that*
20 *appropriation on the amounts available for such expenses.*

21 Operating-differential subsidies: For the payment of
22 obligations incurred for operating-differential subsidies
23 granted on or after January 1, 1947, as authorized by the
24 Merchant Marine Act, 1936, as amended, and in appro-
25 priations heretofore made to the United States Maritime

1 Commission, ~~\$100,000,000~~ \$35,000,000, and in addition,
2 \$65,000,000 to be derived by transfer from the appropria-
3 tion "*War Shipping Administration Liquidation, Treasury*
4 *Department*", to remain available until expended: *Pro-*
5 *vided*, That hereafter, to the extent that the operating
6 differential subsidy accrual (computed on the basis of
7 parity) is represented on the operator's books by a con-
8 tingent accounts receivable item against the United States
9 as a partial or complete offset to the recapture accrual,
10 the operator (1) shall be excused from making deposits
11 in the special reserve fund, and (2) as to the amount of
12 such earnings the deposit of which is so excused shall be en-
13 titled to the same tax treatment as though it had been de-
14 posited in said special reserve fund. To the extent that any
15 amount paid to the operator by the United States reduces
16 the balance in the operator's contingent receivable account
17 against the United States, such amount shall forthwith be
18 deposited in the special reserve fund of the operator: *Pro-*
19 *vided further*, That no contracts shall be executed during the
20 current fiscal year by the Federal Maritime Board which
21 will obligate the Government to pay operating differential
22 subsidy on more than two thousand one hundred voyages
23 in any one calendar year, including voyages covered by con-
24 tracts in effect at the beginning of the current fiscal year.

1 Salaries and expenses: For expenses necessary for
2 carrying into effect the Merchant Marine Act, 1936, and
3 other laws administered by the Federal Maritime Board and
4 the Maritime Administration, \$15,425,000, within limita-
5 tions as follows:

6 Administrative expenses, including not to exceed \$1,125
7 for entertainment of officials of other countries when spe-
8 cifically authorized by the Maritime Administrator, \$7,-
9 045,000;

10 Maintenance of shipyard and reserve training facilities
11 and operation of warehouses, \$1,530,000;

12 Reserve fleet expenses, \$6,850,000.

13 Maritime training: For training cadets as officers of
14 the merchant marine at the Merchant Marine Academy at
15 Kings Point, New York, including pay and allowances for
16 personnel of the United States Maritime Service as author-
17 ized by law (46 U. S. C. 1126, 63 Stat. 802, 64 Stat. 794,
18 66 Stat. 79, and 70 Stat. 25); and not to exceed
19 \$2,500 for contingencies for the Superintendent, United
20 States Merchant Marine Academy, to be expended in his
21 discretion; \$2,394,300, including uniform and textbook al-
22 lowances for cadet midshipmen, at an average yearly cost
23 of not to exceed \$200 per cadet: *Provided*, That except as
24 herein provided for uniform and textbook allowances this

1 appropriation shall not be used for compensation or allow-
2 ances for cadets.

3 State marine schools: To reimburse the State of Cali-
4 fornia, \$47,500; the State of Maine, \$47,500; the State
5 of Massachusetts, \$47,500; and the State of New York,
6 \$47,500; for expenses incurred in the maintenance and
7 support of marine schools in such States as provided in the
8 Act authorizing the establishment of marine schools, and
9 so forth, approved March 4, 1911, as amended (34 U. S. C.
10 1121-1123) ; \$149,800 for the maintenance and repair of
11 vessels loaned by the United States to the said States for
12 use in connection with such State marine schools; and
13 \$320,200 for allowances for uniforms, textbooks, and sub-
14 sistence of cadets at State marine schools, to be paid in
15 accordance with regulations established pursuant to law (46
16 U. S. C. 1126 (b)) ; \$660,000.

17 War Shipping Administration liquidation: Not to ex-
18 exceed \$10,000,000 of the unexpended balance of the
19 appropriation to the Secretary of the Treasury in the
20 Second Supplemental Appropriation Act, 1948, for liqui-
21 dation of obligations approved by the General Account-
22 ing Office as properly incurred against funds of the War
23 Shipping Administration prior to January 1, 1947, is
24 hereby continued available during the current fiscal year,

1 and shall be available for the payment of obligations
2 incurred against the working fund titled: "Working
3 fund, Commerce, War Shipping Administration functions,
4 December 31, 1946": *Provided, That the unexpended bal-*
5 *ance of such appropriation to the Secretary of the Treasury*
6 *less the amount of \$10,000,000 continued available and less*
7 *the amount of \$65,000,000 transferred to the appropriation*
8 *"Operating-differential subsidies," by this Act, is hereby*
9 *rescinded, the amount of such unexpended balance to be*
10 *carried to the Surplus Fund and covered into the Treasury*
11 *immediately upon the approval of this Act.*

12 General provisions—Maritime activities: No additional
13 vessels shall be allocated under charter, nor shall any ves-
14 sel be continued under charter by reason of any extension
15 of chartering authority beyond June 30, 1949, unless the
16 charterer shall agree that the Maritime Administration shall
17 have no obligation upon redelivery to accept or pay for
18 consumable stores, bunkers and slop-chest items, except
19 with respect to such minimum amounts of bunkers as the
20 Maritime Administration considers advisable to be retained
21 on the vessel and that prior to such redelivery all consum-
22 able stores, slop-chest items, and bunkers over and above
23 such minimums shall be removed from the vessel by the
24 charterer at his own expense.

25 No money made available to the Department of Com-

1 merce for maritime activities, by this or any other Act shall
2 be used in payment for a vessel the title to which is ac-
3 quired by the Government either by requisition or pur-
4 chase, or the use of which is taken either by requisition or
5 agreement, or which is insured by the Government and lost
6 while so insured, unless the price or hire to be paid therefor
7 (except in cases where section 802 of the Merchant Marine
8 Act, 1936, as amended, is applicable) is computed in ac-
9 cordance with subsection 902 (a) of said Act, as that sub-
10 section is interpreted by the General Accounting Office.

11 Notwithstanding any other provision of this Act, the
12 Maritime Administration is authorized to furnish utilities and
13 services and make necessary repairs in connection with any
14 lease, contract, or occupancy involving Government property
15 under control of the Maritime Administration, and payments
16 received by the Maritime Administration for utilities, serv-
17 ices, and repairs so furnished or made shall be credited to
18 the appropriation charged with the cost thereof: *Provided,*
19 That rental payments under any such lease, contract, or oc-
20 cupancy on account of items other than such utilities, serv-
21 ices, or repairs shall be covered into the Treasury as
22 miscellaneous receipts.

23 No obligations shall be incurred during the current fiscal
24 year from the construction fund established by the Merchant
25 Marine Act, 1936, or otherwise, in excess of the appropria-

1 tions and limitations contained in this Act, or in any prior
2 appropriation Act, and all receipts which otherwise would
3 be deposited to the credit of said fund shall be covered into
4 the Treasury as miscellaneous receipts.

5 INLAND WATERWAYS CORPORATION

6 Inland Waterways Corporation (administered under the
7 supervision and direction of the Secretary of Commerce) :
8 Not to exceed \$4,500 shall be available for administrative
9 expenses to be determined in the manner set forth under
10 the title "General expenses" in the Uniform System of Ac-
11 counts for Carriers by Water of the Interstate Commerce
12 Commission (effective January 1, 1947).

13 PATENT OFFICE

14 Salaries and expenses: For necessary expenses of the
15 Patent Office, including services as authorized by section
16 15 of the Act of August 2, 1946 (5 U. S. C. 55a), at
17 rates for individuals not to exceed \$50 per diem (not to
18 exceed \$25,000); and defense of suits instituted against the
19 Commissioner of Patents; \$19,000,000.

20 BUREAU OF PUBLIC ROADS

21 General administrative expenses: Necessary expenses of
22 administration, including advertising (including advertising
23 in the city of Washington for work to be performed in areas
24 adjacent thereto), purchase of seventy-five passenger motor
25 vehicles for replacement only, and the maintenance and

1 repairs of experimental highways, shall be paid, in accord-
2 ance with law, from appropriations available to the Bureau
3 of Public Roads.

4 Of the total amount available from appropriations of
5 the Bureau of Public Roads for general administrative ex-
6 penses, pursuant to the provisions of section 21 of the Act
7 of November 9, 1921, as amended (23 U. S. C. 21).
8 \$100,000 shall be available for all necessary expenses to
9 enable the President to utilize the services of the Bureau
10 of Public Roads in fulfilling the obligations of the United
11 States under the Convention on the Pan-American High-
12 way Between the United States and Other American Re-
13 publics (51 Stat. 152), cooperation with several govern-
14 ments, members of the Pan American Union, in connection
15 with the survey and construction of the Inter-American
16 Highway, and for performing engineering service in Pan-
17 American countries for and upon the request of any agency
18 or governmental corporation of the United States.

19 Federal-aid highways (trust fund): For carrying out
20 the provisions of the Federal-Aid Road Act of July 11,
21 1916, as amended and supplemented, which are attributable
22 to Federal-aid highways, to remain available until expended,
23 not more than \$1,690,000,000, to be derived from the High-
24 way Trust Fund; which sum is composed of \$264,500,000,
25 the balance of the amount authorized for the fiscal year

1 1956, and \$1,422,500,000, a part of the amount authorized
2 to be appropriated for the fiscal year 1957, and \$2,396.73,
3 \$17,700.07, \$816,392.20, and \$1,492,268, the latter sums
4 being for reimbursement of the sums expended for the repair
5 or reconstruction of highways and bridges which have been
6 damaged or destroyed by floods, hurricanes, or landslides, as
7 provided by section 4 of the Act approved June 8, 1938,
8 section 7 of the Act approved July 13, 1943, and section 9
9 of the Act approved September 7, 1950, as amended (23
10 U. S. C. 13a and 13b), and section 7 of the Act approved
11 June 25, 1952, and \$671,243 for reimbursement of the sums
12 expended for the design and construction of highway bridges
13 upon and across dams in accordance with the Act of July
14 29, 1946 (60 Stat. 709).

15 Forest highways (liquidation of contract authorization) :
16 For expenses, not otherwise provided for, necessary for
17 carrying out the provisions of section 23 of the Federal
18 Highway Act of November 9, 1921, as amended (23
19 U. S. C. 23, 23a), to remain available until expended,
20 ~~\$25,000,000~~ \$23,000,000, which sum is composed of
21 \$16,250,000, the remainder of the amount authorized to be
22 appropriated for the fiscal year 1957, and ~~\$8,750,000~~
23 \$6,750,000, a part of the amount authorized to be appro-
24 priated for the fiscal year 1958: *Provided*, That this ap-
25 propriation shall be available for the rental, purchase,

1 construction, or alteration of buildings and sites necessary
2 for the storage and repair of equipment and supplies used for
3 road construction and maintenance, but the total cost of any
4 such item under this authorization shall not exceed \$15,000.

5 Public lands highways (liquidation of contract authoriza-
6 tion) : For payment of obligations incurred pursuant to the
7 contract authorization granted by section 6 of the Federal-
8 Aid Highway Act of 1954 (68 Stat. 73) and section 106
9 of the Federal-Aid Highway Act of 1956 (70 Stat. 376),
10 to remain available until expended, \$1,500,000, a part of
11 the amount authorized for fiscal year 1957.

12 Inter-American Highway: For necessary expenses of
13 completing the survey and construction of the Inter-Ameri-
14 can Highway, in accordance with the provisions of the Act of
15 December 26, 1941 (55 Stat. 860), as amended, to remain
16 available until expended, \$12,000,000, which sum is the
17 remainder of the amount authorized to be appropriated by
18 the Act of July 1, 1955.

19 General provisions—Bureau of Public Roads: None of
20 the money appropriated for the work of the Bureau of
21 Public Roads during the current fiscal year shall be paid
22 to any State on account of any project on which convict
23 labor shall be employed, but this provision shall not apply
24 to labor performed by convicts on parole or probation.

1 During the current fiscal year authorized engineering
2 or other services in connection with the survey, construction,
3 and maintenance, or improvement of roads may be per-
4 formed for other Government agencies, cooperating foreign
5 countries, and State cooperating agencies, and reimbursement
6 for such services (which may include depreciation on engi-
7 neering and road-building equipment used) shall be credited
8 to the appropriation concerned.

9 During the current fiscal year appropriations for the
10 work of the Bureau of Public Roads shall be available for
11 expenses of warehouse maintenance and the procurement,
12 care, and handling of supplies, materials, and equipment for
13 distribution to projects under the supervision of the Bureau
14 of Public Roads, or for sale or distribution to other Govern-
15 ment activities, cooperating foreign countries, and State co-
16 operating agencies, and the cost of such supplies and mate-
17 rials or the value of such equipment (including the cost of
18 transportation and handling) may be reimbursed to current
19 applicable appropriations.

20 Appropriations to the Bureau of Public Roads may be
21 used in emergency for medical supplies and services and other
22 assistance necessary for the immediate relief of employees
23 engaged on hazardous work under that Bureau, and for
24 temporary services as authorized by section 15 of the Act
25 of August 2, 1946 (5 U. S. C. 55a), *in an amount not*

1 *exceeding \$10,000*, but at rates for individuals not in excess
2 of ~~\$50~~ *\$100* per diem.

3 NATIONAL BUREAU OF STANDARDS

4 Expenses: For expenses necessary in performing the
5 functions authorized by the Act of March 3, 1901, as
6 amended (15 U. S. C. 271-278c), including general ad-
7 ministration; operation, maintenance, alteration, and pro-
8 tection of grounds and facilities; and improvement and con-
9 struction of temporary or special facilities as authorized
10 by section 2 of the Act of July 21, 1950 (15 U. S. C. 286) ;
11 ~~\$8,908,500~~ *\$9,948,000*: *Provided*, That during the current
12 fiscal year the maximum base rate of compensation for em-
13 ployees appointed pursuant to the Act of July 21, 1950
14 (15 U. S. C. 285), shall be equivalent to the entrance rate
15 of GS-12.

16 Plant and equipment: For construction of a pilot elec-
17 tronic data-processing device to be used in the performance
18 of functions authorized by the Act of March 3, 1901, as
19 amended (15 U. S. C. 271-278c) ; repair of mechanical
20 facilities; design and acquisition of railway scale test
21 equipment; expenses incurred, as authorized by section
22 2 of the Act of July 21, 1950 (15 U. S. C. 286), in the
23 construction or improvement of buildings, grounds, and
24 other facilities, and, without regard to the cost limitation
25 contained in that Act; installation of fire protection systems

1 in field laboratories; and purchase of three passenger motor
2 vehicles for replacement only; \$450,000, to remain available
3 until expended.

4 WEATHER BUREAU

5 Salaries and expenses: For expenses necessary for the
6 Weather Bureau, including maintenance and operation of
7 aircraft; purchase of two passenger motor vehicles for re-
8 placement only; not to exceed \$25,000 for services as au-
9 thorized by section 15 of the Act of August 2, 1946 (5
10 U. S. C. 55a) ; and not to exceed \$10,000 for maintenance
11 of a printing office in the city of Washington, as authorized
12 by law; ~~\$37,480,100~~ \$38,252,200: *Provided*, That during
13 the current fiscal year. the maximum amount authorized under
14 section 3 (a) of the Act of June 2, 1948 (15 U. S. C. 327) ,
15 for extra compensation to employees of other Government
16 agencies for taking and transmitting meteorological observa-
17 tions, shall be \$5 per day; and the maximum base rate of pay
18 authorized under section 3 (b) of said Act, for employees
19 conducting meteorological investigations in the Arctic region,
20 shall be \$6,500 per annum, except that not more than five
21 of such employees at any one time may receive a base rate of
22 \$9,000 per annum, and such employees may be appointed
23 without regard to the Classification Act of 1949, as amended.

24 Establishment of meteorological facilities: For an addi-
25 tional amount for the acquisition, establishment, and reloca-

tion of meteorological facilities and related equipment, including the alteration and modernization of existing facilities; \$600,000, to remain available until June 30, 1960: *Provided*, That the appropriations heretofore granted under this head shall be merged with this appropriation.

GENERAL PROVISIONS—DEPARTMENT OF COMMERCE

SEC. 102. During the current fiscal year applicable appropriations and funds available to the Department of Commerce shall be available for the activities specified in the Act of October 26, 1949 (5 U. S. C. 596a), to the extent and in the manner prescribed by said Act.

SEC. 103. Appropriations in this title available for salaries and expenses shall be available for expenses of attendance at meetings of organizations concerned with the activities for which the appropriations are made; hire of passenger motor vehicles; services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), but, unless otherwise specified, at rates for individuals not to exceed \$50 per diem; and uniforms, or allowances therefor, as authorized by the Act of September 1, 1954, as amended (5 U. S. C. 2131).

SEC. 104. *The Secretary of Commerce hereafter is authorized, subject to the procedures prescribed in section 505 of the Classification Act of 1949, as amended, but without regard to the numerical limitations contained therein, to*

1 *place one position in grade GS-18, three positions in grade*
2 *GS-17, and ten positions in grade GS-16, in the General*
3 *Schedule established by the Classification Act of 1949, as*
4 *amended, and such positions shall not be in lieu of any posi-*
5 *tions in the Department previously allocated under section*
6 *505.*

7 TITLE II—THE PANAMA CANAL

8 CANAL ZONE GOVERNMENT

9 Operating expenses: For operating expenses necessary
10 for the Canal Zone Government, including operation of the
11 Postal Service of the Canal Zone; hire of passenger motor
12 vehicles; uniforms or allowances therefor, as authorized by the
13 Act of September 1, 1954, as amended (5 U. S. C. 2131);
14 expenses incident to conducting hearings on the Isthmus;
15 expenses of attendance at meetings, when authorized by
16 the Governor of the Canal Zone, of organizations concerned
17 with activities pertaining to the Canal Zone Government;
18 expenses of special training of employees of the Canal Zone
19 Government as authorized by law (63 Stat. 602); contin-
20 gencies of the Governor; residence for the Governor; medical
21 aid and support of the insane and of lepers and aid and
22 support of indigent persons legally within the Canal Zone,
23 including expenses of their deportation when practicable;
24 and payments of not to exceed \$50 in any one case to

1 persons within the Government service who shall furnish
2 blood for transfusions; ~~\$15,648,600~~ \$15,765,600.

3 Capital outlay: For acquisition of land and land under
4 water and acquisition, construction, and replacement of im-
5 provements, facilities, structures, and equipment, as author-
6 ized by law (2 C. Z. Code, secs. 3 and 16; 63 Stat. 600),
7 including the purchase of not to exceed eight passenger
8 motor vehicles for replacement only; and expenses incident
9 to the retirement of such assets; ~~\$1,000,000~~ \$1,025,000, to
10 remain available until expended.

11 PANAMA CANAL COMPANY

12 The following corporation is hereby authorized to make
13 such expenditures, within the limits of funds and borrowing
14 authority available to it and in accord with law, and to make
15 such contracts and commitments without regard to fiscal
16 year limitations as provided by section 104 of the Govern-
17 ment Corporation Control Act, as amended, as may be nec-
18 essary in carrying out the programs set forth in the Budget
19 for the fiscal year 1958 for such corporation, ex-
20 cept as hereinafter provided:

21 Not to exceed \$7,820,000 of the funds available to the
22 Panama Canal Company shall be available during the cur-
23 rent fiscal year for general and administrative expenses of
24 the Company, which shall be computed on an accrual basis.

1 Funds available to the Panama Canal Company for operating
2 expenses shall be available for the purchase of not to exceed
3 seventeen passenger motor vehicles for replacement only,
4 including one at not to exceed \$5,000, and for uniforms or
5 allowances therefor, as authorized by the Act of September
6 1, 1954, as amended (5 U. S. C. 2131).

7 GENERAL PROVISIONS—THE PANAMA CANAL

8 SEC. 202. No part of any appropriation contained in
9 this Act shall be used directly or indirectly, except for tempo-
10 rary employment in case of emergency, for the payment
11 of any civilian for services rendered by him on the Canal
12 Zone while occupying a skilled, technical, clerical, adminis-
13 trative, executive, or supervisory position unless such person
14 is a citizen of the United States of America or of the Republic
15 of Panama: *Provided, however,* (1) That, notwithstanding
16 the provision in the Act approved August 11, 1939 (53
17 Stat. 1409) limiting employment in the above-mentioned
18 positions to citizens of the United States from and after
19 the date of approval of said Act, citizens of Panama may
20 be employed in such positions; (2) that at no time shall
21 the number of Panamanian citizens employed in the above-
22 mentioned positions exceed the number of citizens of the
23 United States so employed, if United States citizens are avail-
24 able in continental United States or on the Canal Zone;
25 (3) that nothing in this Act shall prohibit the continued

1 employment of any person who shall have rendered fifteen
2 or more years of faithful and honorable service on the Canal
3 Zone; (4) that in the selection of personnel for skilled, tech-
4 nical, administrative, clerical, supervisory, or executive posi-
5 tions, the controlling factors in filling these positions shall
6 be efficiency, experience, training, and education; (5) that
7 all citizens of Panama and the United States rendering
8 skilled, technical, clerical, administrative, executive, or super-
9 visory service on the Canal Zone under the terms of this
10 Act (a) shall normally be employed not more than forty
11 hours per week, (b) may receive as compensation equal
12 rates of pay based upon rates paid for similar employment
13 in continental United States plus 25 per centum; (6) this
14 entire section shall apply only to persons employed in skilled,
15 technical, clerical, administrative, executive, or supervisory
16 positions on the Canal Zone directly or indirectly by any
17 branch of the United States Government or by any corpora-
18 tion or company whose stock is owned wholly or in part
19 by the United States Government: *Provided further*, That
20 the President may suspend from time to time in whole or
21 in part compliance with this section if he should deem such
22 course to be in the public interest.

23 SEC. 203. The Governor of the Canal Zone is author-
24 ized to employ services as authorized by section 15 of the
25 Act of August 2, 1946 (5 U. S. C. 55a), in an amount not

1 exceeding \$15,000: *Provided*, That the rates for individuals
 2 shall not exceed ~~\$50~~ \$100 per diem.

3 SEC. 204. The Governor of the Canal Zone and the
 4 President of the Panama Canal Company, in computing
 5 allowances for the cost of travel on home leave for persons
 6 who elect at their expense to take other than the lowest
 7 first-class travel to the United States, shall take into account
 8 as the cost to the United States the actual cost, as computed
 9 by the General Accounting Office, of travel by United
 10 States owned and operated vessels rather than a reduced
 11 fare rate which is available for such employees when travel-
 12 ing on their own account.

13 TITLE III—INDEPENDENT AGENCIES

14 ADVISORY COMMITTEE ON WEATHER CONTROL

15 *Salaries and expenses: For necessary expenses of the*
 16 *Advisory Committee on Weather Control, established by the*
 17 *Act of August 13, 1953 (67 Stat. 559), as amended, in-*
 18 *cluding services as authorized by section 15 of the Act of*
 19 *August 2, 1946 (5 U. S. C. 55a), \$250,000, to remain*
 20 *available until July 30, 1958.*

21 CIVIL AERONAUTICS BOARD

22 Salaries and expenses: For necessary expenses of the
 23 Civil Aeronautics Board, including contract stenographic
 24 reporting services; employment of temporary guards on a

1 contract or fee basis; salaries and traveling expenses of
2 employees detailed to attend courses of training conducted
3 by the Government or industries serving aviation; hire,
4 operation, maintenance, and repair of aircraft; expenses of
5 attendance at meetings of organizations concerned with the
6 activities of this appropriation; hire of passenger motor
7 vehicles; services as authorized by section 15 of the Act of
8 August 2, 1946 (5 U. S. C. 55a), at rates for individuals
9 not to exceed \$50 per diem; ~~\$5,255,400~~ \$5,725,000.

10 Payments to air carriers: For payments to air carriers
11 of so much of the compensation fixed and determined by
12 the Civil Aeronautics Board under section 406 of the Civil
13 Aeronautics Act of 1938, as amended (49 U. S. C. 486), as
14 is payable by the Civil Aeronautics Board pursuant to Re-
15 organization Plan No. 10 of 1953; ~~\$38,754,000~~ \$37,228,
16 000, to remain available until expended.

17 SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

18 The Saint Lawrence Seaway Development Corporation
19 is hereby authorized to make such expenditures, within the
20 limits of funds and borrowing authority available to such
21 Corporation, and in accord with law, and to make such con-
22 tracts and commitments without regard to fiscal year limita-
23 tions as provided by section 104 of the Government Corpora-
24 tion Control Act, as amended, as may be necessary in

1 carrying out the programs set forth in the budget for the
 2 fiscal year 1958 for such Corporation, except as hereinafter
 3 provided:

4 Not to exceed \$400,000 shall be available for admin-
 5 istrative expenses which shall be computed on an accrual
 6 basis, including not to exceed \$1,000 for official entertain-
 7 ment expenses, to be expended upon the approval or au-
 8 thority of the Administrator: *Provided*, That said funds
 9 shall be available for services as authorized by section 15
 10 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates
 11 for individuals not to exceed \$50 per day.

12 TARIFF COMMISSION

13 Salaries and expenses: For necessary expenses of the
 14 Tariff Commission, including subscriptions to newspapers
 15 (not to exceed \$200), not to exceed \$20,000 for expenses
 16 of travel, and contract stenographic reporting services as
 17 authorized by section 15 of the Act of August 2, 1946
 18 (5 U. S. C. 55a), ~~\$1,640,000~~ \$1,700,000: *Provided*, That
 19 no part of this appropriation shall be used to pay the salary
 20 of any member of the Tariff Commission who shall there-
 21 ~~after~~ *hereafter* participate in any proceedings under sections
 22 336, 337, and 338 of the Tariff Act of 1930, wherein he or
 23 any member of his family has any special, direct, and pe-
 24 cuniary interest, or in which he has acted as attorney or

1 special representative: *Provided further*, That no part of the
2 foregoing appropriation shall be used for making any special
3 study, investigation or report at the request of any other
4 agency of the executive branch of the Government unless
5 reimbursement is made for the cost thereof: *Provided fur-*
6 *ther*, That that part of the foregoing appropriation which is
7 for expenses of travel shall be available, when specifically
8 authorized by the Chairman of the Tariff Commission, for
9 expenses of attendance at meetings of organizations con-
10 cerned with the functions and activities of said Commission.

11 TITLE IV—GENERAL PROVISIONS

12 SEC. 401. ~~(a)~~ No part of any appropriation contained in
13 this Act shall be used for publicity or propaganda purposes
14 not heretofore authorized by the Congress.

15 ~~(b)~~ No part of any appropriation contained in this Act
16 shall be used for payment of any expert or consultant, or of
17 any management engineering corporation, company, firm,
18 or other organization, for the performance of any service
19 relating to the management or organization of the Depart-
20 ment of Commerce or any bureau, administration, office,
21 corporation, or other agency thereof, the Canal Zone Gov-
22 ernment, the Panama Canal Company, or any independent
23 board, corporation, or commission, unless the utilization and
24 payment of experts or consultants, or of management engi-

1 neering corporations, companies, firms, or other organiza-
2 tions, is specifically authorized by law for the performance
3 of such service.

4 SEC. 402. No part of any appropriation contained in this
5 Act shall be used to pay any expenses incident to or in con-
6 nection with participation in the International Materials
7 Conference.

8 This Act may be cited as the "Department of Com-
9 merce and Related Agencies Appropriation Act, 1958".

Passed the House of Representatives April 9, 1957.

Attest:

RALPH R. ROBERTS,

Clerk.

85TH CONGRESS
1ST SESSION

H. R. 6700

[Report No. 304]

AN ACT

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes.

APRIL 10 (legislative day, APRIL 9), 1957

Read twice and referred to the Committee on Appropriations

MAY 14, 1957

Reported with amendments

raw materials and resources of the Soviet Union and certain Eastern Hemisphere countries and the effect upon the United States.

CONVEYANCE OF CERTAIN LAND TO THE STATE OF NORTH DAKOTA

Mr. MANSFIELD. Mr. President, I move that the Senate resume the consideration of Calendar No. 290, Senate bill 999, authorizing the Secretary of the Interior to convey certain land to the State of North Dakota for the use and benefit of the North Dakota State School of Science.

The motion was agreed to; and the Senate resumed the consideration of the bill (S. 999) authorizing the Secretary of the Interior to convey certain land to the State of North Dakota for the use and benefit of the North Dakota State School of Science, which had been reported from the Committee on Interior and Insular Affairs with amendments on page 1, line 9, after the word "thereon", to strike out "The southwest quarter of the northwest quarter; the northwest quarter of the northwest quarter; and the west 19 rods of the northeast quarter of the northwest quarter of section 5, township 132 north, range 47 west, fifth principal meridian, comprising 80.0637 acres more or less" and insert "The southwest quarter of the northwest quarter, lot 3 and the west 19 rods of lot 2 of section 5 in township 132 north of range 47 west of the fifth principal meridian; the said description also being known as the southwest quarter of the northwest quarter and the west 19 rods of the northeast quarter of the northwest quarter of section 5 in township 132 north of range 47 west of the fifth principal meridian, containing 80.0637 acres more or less according to the United States Government survey thereof after allowing a deduction of 5.61 acres now occupied by the Chicago, Milwaukee, St. Paul & Pacific Railroad Co. as a right-of-way, formerly known as the Chicago, Milwaukee & St. Paul Railway Co., being that portion of said land conveyed to the Fargo Southern Railroad Co. in a certain warranty deed recorded in book J of deeds on page 171 in the office of the register of deeds of Richland County, N. Dak.: *Provided*, That title to the land described in this section shall revert to the United States if, at any time within 25 years after conveyance by the Secretary of the Interior, the land is used for other than educational purposes.", and, on page 3, after line 15, to insert:

SEC. 3. The Secretary of the Interior shall reserve to the United States all mineral interests in land conveyed under this act, and the right to mine and remove the same under applicable laws and regulations to be established by him.

So as to make the bill read:

Be it enacted, etc., That the Secretary of the Interior is authorized and directed to convey by quitclaim deed to the State of North Dakota, for the use and benefit of the North Dakota State School of Science, all right, title, and interest of the United States to the following described land, located in

Richland County, N. Dak., together with any buildings or other improvements thereon: The southwest quarter of the northwest quarter, lot 3 and the west 19 rods of lot 2 of section 5 in township 132 north of range 47 west of the fifth principal meridian; the said description also being known as the southwest quarter of the northwest quarter the northwest quarter of the northwest quarter and the west 19 rods of the northeast quarter of the northwest quarter of section 5 in township 132 north of range 47 west of the fifth principal meridian, containing 80.0637 acres more or less according to the United States Government survey thereof after allowing a deduction of 5.61 acres now occupied by the Chicago, Milwaukee, St. Paul and Pacific Railroad Co. as a right-of-way, formerly known as the Chicago, Milwaukee and St. Paul Railway Co., being that portion of said land conveyed to the Fargo Southern Railroad Co. in a certain warranty deed recorded in book J of deeds on page 171 in the office of the register of deeds of Richland County, N. Dak.: *Provided*, That title to the land described in this section shall revert to the United States if, at any time within 25 years after conveyance by the Secretary of the Interior, the land is used for other than educational purposes.

SEC. 2. (a) As consideration for the transfer of the property referred to in the first section of this act, the North Dakota State School of Science shall make available for each of its school years, for a period of 10 school years, free tuition to 10 qualified Indians who wish to attend such school during such school year.

(b) To qualify for free tuition under this act any such prospective student shall (1) be 17 years of age or over, (2) be a high-school graduate, (3) be recommended by the Bureau of Indian Affairs, and (4) meet the entrance standards of the North Dakota State School of Science.

(c) The period of 10 school years during which free tuition shall be made available under this act shall commence not later than 2 years after the date of the enactment of this act.

SEC. 3. The Secretary of the Interior shall reserve to the United States all mineral interests in land conveyed under this act, and the right to mine and remove the same under applicable laws and regulations to be established by him.

Mr. O'MAHER. Mr. President, I desire to secure the floor, to discuss another matter. However, I am glad to have the Senate consider Senate bill 999 at this time, for I believe there is no objection to it.

Mr. YOUNG. That is also my position, Mr. President. I do not believe consideration of the bill will require more than 3 or 4 minutes, at the most.

Mr. MORSE. Mr. President, I should like to ask some questions about the bill, for purposes of future reference, so there will be no question as to whether I permitted the bill to be passed without raising an objection on the basis of the MORSE formula, if it should appear that the bill would violate the MORSE formula.

Therefore, will the Senator from North Dakota be willing to answer several questions which I wish to ask?

Mr. YOUNG. I shall be very happy to do so.

Mr. MORSE. First of all, let me ask what the approximate value of the property is.

Mr. YOUNG. The Indian Bureau sold some land very close to this land a year ago for \$150 an acre and that land was

better suited for the purposes of the expansion of the city than is this land. For some strange reason the Indian Bureau placed a value of \$250 an acre on the particular piece of land covered by the pending bill, whereas the Indian Bureau sold the other land on a very favorable long-term contract, only a year ago, for only \$150 an acre.

Mr. MORSE. The RECORD should show that the Senator from North Dakota and the Senator from Oregon have discussed this matter and that the Senator from North Dakota has pointed out to the Senator from Oregon that probably the value of the land covered by the pending bill is somewhere between \$15,000 and \$20,000, but in no event more than \$20,000.

Mr. YOUNG. That is correct.

Mr. MORSE. In view of the sale, last year, for \$150 an acre, of better land which is adjacent to the land covered by the pending bill, is it accurate to state that the correct estimate of the total value of the land covered by the pending bill probably is approximately \$15,000?

Mr. YOUNG. That is correct.

Mr. MORSE. Is it not true that the bill provides for 10 annual tuitions for the benefit of Indian children, to enable them to go to the school which will be located on the land involved?

Mr. YOUNG. That is correct; and over a period of 10 years, they will have a total value of approximately \$10,000.

Mr. MORSE. So the Senator from North Dakota assures the Senate, does he not, that, in effect, the Federal Government has adequately protected the Federal interest in this matter, insofar as the Indians are concerned, and that the Federal Government will be getting a return for the land of approximately \$10,000, which will be at least 50 percent of its appraised fair market value, and possibly more; and that therefore the MORSE formula is fully complied with?

Mr. YOUNG. That is correct; the bill fully complies with the MORSE formula. Furthermore, it will make possible the expansion of the Washington School of Science which will benefit Indian children who are badly in need of education.

Mr. MORSE. I thank the Senator from North Dakota.

Mr. President, I have no objection to the bill. I desire to thank the Senator from North Dakota for taking it up with me. I wish to state that his record has been one of supporting the MORSE formula ever since I have applied it from time to time, beginning in 1946. I know I can always count on the Senator from North Dakota to join me in seeing to it that the MORSE formula is complied with.

The PRESIDING OFFICER. The question is on agreeing to the committee amendments.

The amendments were agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

DEPARTMENT OF COMMERCE APPROPRIATIONS, 1958

Mr. MANSFIELD. Mr. President, I ask unanimous consent that the Senate

proceed to the consideration of Calendar No. 309, H. R. 6700, making appropriations for the Department of Commerce and related agencies, for the fiscal year ending June 30, 1958, and for other purposes.

The PRESIDING OFFICER (Mr. CHURCH in the chair). Is there objection?

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Appropriations with amendments.

SHALE OIL IN A NEW AGE OF ENERGY

Mr. O'MAHONEY obtained the floor.

Mr. MORSE. Mr. President, will the Senator from Wyoming yield to me?

Mr. O'MAHONEY. I yield.

Mr. MORSE. I should like to state that I intend to hear as much of the speech the Senator from Wyoming will make this afternoon as time will permit.

At this time I desire to state what I said about the Senator from Wyoming when I was at Chicago, about a week ago, namely, that I think the most important investigatory work being done by the Congress at this session is that being done by the Senator from Wyoming in connection with the investigation of the oil situation. The Senator from Wyoming is being ably assisted by his colleagues on the committee, particularly by the junior Senator from Colorado [Mr. CARROLL].

I hope the warning the Senator from Wyoming and his colleagues are giving the American people will be heeded, because the oil situation the Senator from Wyoming and his colleagues are investigating is, in my opinion, one of the most shocking matters in our entire body politic. I say that because time and time again we find—as the Senator from Wyoming has already pointed out in his preliminary reports on this matter—that it involves a problem which needs early attention by the Congress. As one Member of the Senate, I desire to thank the Senator from Wyoming for the fine leadership he is giving us in connection with this matter.

Mr. O'MAHONEY. Mr. President, I wish to thank the Senator from Oregon for the undeserved compliment he has just paid me.

In connection with this matter, I have developed some facts which I wish to lay before the Senate this afternoon, so they will appear in the RECORD which will be available in the morning.

Mr. President, it is now 10 minutes after 3. The business of the Senate for the day has been completed. Several of the committees of the Senate, I am advised—and certainly it is true of the Appropriations Committee—are busily at work on measures which will be presented to the Senate later on. I do not want those who are occupying the galleries to believe that because the Chamber is almost empty the Members of the Senate are not at work. They are at work in the committee rooms and in their own offices, where they have to deal, day by day, with the problems which are presented to them by mail from their own constituencies,

and from all over the United States, and presented also by the personal visits of those who are interested in proposed legislation that comes before the Congress.

Mr. President, I wish to talk to the Senate for the purpose of making a record on the question of the importance of developing the mineral resources of the United States, and particularly those resources which are concerned with the manufacture of liquid fuel.

As the Senator from Oregon has stated, I have presided over a study of the problem of oil, particularly as it was raised by the shutting of the Suez Canal.

I have had brought into the Chamber a chart, made up of a map taken from the recent issue of the monthly magazine of the Standard Oil Company of New Jersey, known as the Lamp. This magazine was issued in recognition of the 75th anniversary of Standard Oil of New Jersey.

JERSEY'S WORLDWIDE OPERATIONS

I want Members of the Senate to note that I have taken from this issue a map prepared by Standard Oil of New Jersey to show its worldwide operations. The top map represents Jersey Standard in the Eastern Hemisphere. On the map are symbols representing the refineries which Standard Oil of New Jersey owns in Britain; in France; in The Netherlands; in Norway; in Sweden; in Italy; at Trieste; at Tripoli; down through the Middle East; in Saudi Arabia; a refinery at Bombay, India; at Palembang, in Sumatra; two in Australia; and two in Japan.

All over the lower portion of this map of the Eastern Hemisphere are shown symbols of wells from which Standard Oil of New Jersey produces some of its crude oil.

There are shown also the symbols of the engineers who are surveying the Sahara Desert, who are surveying Sicily, who are surveying in the southeast area of Europe, who are surveying in India—all parts of India, east and west—who are surveying throughout the Dutch East Indies, who are surveying in Australia, and who are surveying in New Guinea.

The operations are illustrated by the appearance on the map of a list of the principal operating interests of Standard Oil of New Jersey in the Eastern Hemisphere. One, the Arabian-American Oil Co., the famous Aramco, which we know as a result of the evidence presented at our hearing, pays a huge sum in taxes to Saudi Arabia, and not a nickel to the United States, on its profits from its foreign operations, because it receives credit by way of depletion allowance for the production of petroleum abroad, and credit on its tax bill in the United States by reason of whatever taxes are paid to Saudi Arabia.

Then there is the A/S Norske Esso; Dansk Esso A/S; Esso A. G.; Esso Afrique Occidentale S. A. F.; Esso-Nederland N. V.; Esso Petroleum Co., Ltd.; Esso Standard Algerie S. A.; Esso Standard (Austria); Esso Standard (Belgium) S. A.; Esso Standard Espanola, and so forth.

Mr. President, I shall not read the list now. I ask unanimous consent that the

entire list be printed in the RECORD at this point.

There being no objection, the list was ordered to be printed in the RECORD, as follows:

PRINCIPAL OPERATING INTERESTS—EASTERN HEMISPHERE

1. Arabian-American Oil Co.¹
2. A/S Norske Esso.
3. Dansk Esso A/S.²
4. Esso A. G.
5. Esso Afrique Occidentale S. A. F.
6. Esso Nederland N. V.²
7. Esso Petroleum Co., Ltd.²
8. Esso Standard Algerie S. A.
9. Esso Standard (Austria).
10. Esso Standard (Belgium) S. A.²
11. Esso Standard Espanola, S. A.
12. Esso Standard Italiana—S. p. A.
13. Esso Standard (Libya), Inc.
14. Esso Standard (Luxembourg) S. A.
15. Esso Standard (Malta), Ltd.
16. Esso Standard Maroc S. A.
17. Esso Standard (Near East), Inc.
18. Esso Standard Portugal, Inc.
19. Esso Standard Refinery.
20. Esso Standard S. A. F.²
21. Esso Standard (Sicily), Inc.²
22. Esso Standard (Switzerland).
23. Esso Standard Tunisie S. A.
24. Esso Standard (Turkey), Inc.
25. Esso Tankschiff Reederei G. m. b. H.
26. Esso Transportation Co., Ltd.
27. Esso West Africa, Inc.
28. Gewerkschaft Brigitta.¹
29. Iranian Oil Participants, Ltd.^{1, 2}
30. Iraq Petroleum Co., Ltd.^{1, 2}
31. La Columbia Soc. Marittima per Azioni.
32. N. V. Nederlandse Aardolie Mij.¹
33. Esso AB.
34. Standard-Vacuum Oil Co.^{1, 2}
35. Stanic-Industria Petrolifera—S. p. A.¹
36. Svenska Esso A/B.
37. Trans-Arabian Pipe Line Co.²

Mr. O'MAHONEY. Mr. President, I want those who are present and who hear my voice to know that Mr. Rathbone, the president of Standard Oil Company of New Jersey, testifying before the Subcommittee on Antitrust and Monopoly of the Judiciary Committee, said that Esso has about 250 corporations.

I asked him how many of these were "paper corporations," by that meaning corporations which were defined by charter but which were not actually engaged in business. He answered, "About 75." The meaning of the answer is plain.

This procedure is not at all untypical. Standard Oil of New Jersey is ready, with charters issued by governments, to take advantage of any opportunity that may present itself throughout the world.

CORPORATE CHARTERS

We are so used to talking about corporations and corporate charters that we do not stop to think what a charter is. A corporation cannot exist without the action of some government. The constitution of the State of Wyoming says, in simple words, "A corporation is the creature of the State and is subject at all times to the regulation of the State."

That is true with respect to the Federal Government also. When the Constitution of the United States was drafted, Mr. President, the gentlemen who were members of the Constitutional Convention were thinking of only one thing, the establishment of a government of the

¹ Jersey interest 50 percent or less.

² And associated companies.

40

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued May 20, 1957
For actions of May 17, 1957
85th-1st, No. 83

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HIGHLIGHTS: Sen. Hickenlooper inserted Secretary's Iowa State Club speech.
Senate passed Commerce appropriation bill.

SENATE

1. APPROPRIATIONS. Passed as reported H.R. 6700, the Commerce Department appropriation bill for 1958 (pp. 6377-92). Sens. Barrett, Holland, Chavez, and Neuberger discussed the problem of forest highways (pp. 6382-5). Sens. O'Mahoney and Holland discussed restoration of Census Bureau appropriations (pp. 6387-90).
Agreed to the replacement of Sen. Mansfield by Sen. Fulbright as conferee on H.R. 6871, the State-Justice-Judiciary Appropriation bill. p. 6371
H.R. 7221, the third supplemental appropriation bill for 1957, was made the unfinished business. p. 6392
2. FORESTRY. Sen. Morse inserted the speech of the executive director of the Sierra Club to a Forest Service supervisor's meeting in which he urged more attention to the long run effects of forest culture, more research, and preservation of wilderness areas. pp. 6401-5
3. TAXATION. Sen. Wiley inserted a statement on behalf of S. 769, for a Federal Tax Commission, and inserted a report by the Committee for Economic Development favoring such a study. pp. 6371-3

Sen. Dworshak inserted an editorial questioning the division of tax-amortization certificates between the Pacific Northwest States and defending the writeoff granted the Idaho Power Co. pp. 6398-9

4. FLOOD CONTROL; WATER UTILIZATION. Sen. Johnson inserted the Farmers' Home Administration's report on rain and flood damage in Texas, and with several other Senators commented on the value of flood prevention programs. pp. 6392-8

Sen. Morse discussed the need for coordinated water utilization projects with other Senators and urged the construction of the Hells Canyon dam. He inserted letters from constituents favoring the dam and a speech he made to a Maryland Co-op meeting. pp. 6405-8

5. TRANSPORTATION. Received a Minn. Legislature resolution urging that the tax on transportation be repealed. pp. 6366-7

The Interstate and Foreign Commerce Committee reported with amendments S. 377, to establish the finality of contracts between the Government and common carriers (S. Rept. 334), and S. 943, to require contract motor carriers to file their actual rates or charges rather than their minimums (S. Rept. 335). p. 6367

6. RESEARCH. Received a Calif. Legislature resolution urging establishment in Calif. of a soil and water conservation laboratory. p. 6366

7. STATEHOOD. Received a Calif. Legislature resolution urging statehood for Hawaii and Alaska. p. 6366

8. LEGISLATIVE PROGRAM. Sen. Johnson announced his hope that two or three appropriation bills would be ready for action in the next week (pp. 6365-6). He stated that the third supplemental appropriation bill would be considered Mon., May 20, and that the Appropriations Committee hoped to report the Interior Department and General Government Matters appropriation bills next week (p. 6392). He announced the possibility of early consideration of various bills, including S. Con. Res. 20, authorizing the FTC to investigate the newsprint industry; S. 1154, to make the evaluation of recreational benefits an integral part of project planning for water resources; S. Res. 70, to study critical raw materials and resources of certain Eastern Hemisphere countries; H.R. 2146, to require approval of Congress for all small reclamation projects; S. 60, the Fryingpan-Arkansas project, and S. 555, the Hells Canyon Dam construction bill (pp. 6399-6400). He urged the Committees to take action on each of the President's recommendations, and stated the schedule until sine die adjournment might require more frequent sessions. He stated appropriations bills would have priority. Sen. Sparkman announced that the housing bill would be reported in a few days (pp. 6400-1).

9. ADJOURNED until Mon., May 20. p. 6408

HOUSE

10. FORESTRY. A subcommittee of the Interior and Insular Affairs Committee ordered reported to the full Committee H.R. 4635, to provide for settlement and entry of public lands in Alaska containing coal, oil, or gas under Sec. 10 of the act of May 14, 1898. p. D428

85TH CONGRESS
1ST SESSION

H. R. 6700

IN THE HOUSE OF REPRESENTATIVES

MAY 17, 1957

Ordered to be printed with the amendments of the Senate numbered

AN ACT

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That the following sums are appropriated, out of any money
4 in the Treasury not otherwise appropriated, for the Depart-
5 ment of Commerce and related agencies for the fiscal year
6 ending June 30, 1958, namely:

7 TITLE I—DEPARTMENT OF COMMERCE

8 GENERAL ADMINISTRATION

9 Salaries and expenses: For expenses necessary for the
10 general administration of the Department of Commerce,
11 \$2,695,200.

BUREAU OF THE CENSUS

Salaries and expenses: For expenses necessary for collecting, compiling, and publishing current census statistics provided for by law, including enumerators at rates to be fixed without regard to the Classification Act of 1949, as amended, \$7,881,800.

1958 censuses of business, manufactures, and mineral industries: For expenses necessary for preparing for the 1958 censuses of business, manufactures, and mineral industries as authorized by law, including enumerators at rates to be fixed without regard to the Classification Act of 1949, as amended, and additional compensation of Federal employees temporarily detailed for field work under this appropriation, \$1,000,000: *Provided*, That the appropriation granted under this head in the Department of Commerce and Related Agencies Appropriation Act, 1957, shall be merged with this appropriation.

Eighteenth decennial census: For expenses necessary for preparing for, taking, compiling, and publishing the eighteenth decennial census, as authorized by law (13 U. S. C. 5-9, 11, 23-25, 141-145), including enumerators at rates to be fixed without regard to the Classification Act of 1949, as amended, and additional compensation of Federal employees temporarily detailed for field work under this ap-

1 appropriation; \$3,250,000, to remain available until Decem-
 2 ber 31, 1962.

3 CIVIL AERONAUTICS ADMINISTRATION

4 Operation and regulation: For necessary expenses of
 5 the Civil Aeronautics Administration in carrying out the
 6 provisions of the Civil Aeronautics Act of 1938, as amended
 7 (49 U. S. C. 401), and other Acts incident to the enforce-
 8 ment of safety regulations, maintenance and operation of
 9 air-navigation and air-traffic control facilities, and disposal of
 10 surplus airports and administering instruments of disposal;
 11 planning, research, and administrative expenses for carrying
 12 out the provisions of the Federal Airport Act of May 13,
 13 1946, as amended, including furnishing advisory services to
 14 States and other public and private agencies in connection
 15 with the construction or improvement of airports and land-
 16 ing areas; developmental work and service-testing as tends
 17 to the creation of improved air-navigation facilities, includ-
 18 ing landing areas, aircraft, aircraft engines, propellers, appli-
 19 ances, personnel, and operation methods, and acquisition of
 20 sites for such activities by lease, or grant; purchase of not to
 21 exceed ~~(1)forty~~ *forty-nine* passenger motor vehicles for re-
 22 placement only; hire of aircraft (not exceeding ~~(2)\$600,000~~
 23 \$750,000); operation and maintenance of not to exceed
 24 ~~(3)ninety-two~~ *one hundred* aircraft; fees and mileage of ex-

1 pert and other witnesses; and purchase and repair of skis and
 2 snowshoes; ~~(4)\$177,747,800~~ \$190,201,000: *Provided,*
 3 That there may be credited to this appropriation, funds re-
 4 ceived from States, counties, municipalities, and other public
 5 authorities for expenses incurred in the maintenance and
 6 operation of air-navigation facilities.

7 Establishment of air-navigation facilities: For an addi-
 8 tional amount for the acquisition, establishment, and im-
 9 provement by contract or purchase and hire of air-navigation
 10 facilities, including the initial acquisition of necessary sites
 11 by lease or grant; the construction and furnishing of quarters
 12 and related accommodations for officers and employees of the
 13 Civil Aeronautics Administration and the Weather Bureau
 14 stationed at remote localities not on foreign soil where such
 15 accommodations are not available; the initial flight
 16 checking of air-navigation facilities and the transportation by
 17 air to and from and within the Territories of the United
 18 States of materials and equipment secured under this appro-
 19 priation; ~~(5)\$116,561,860~~ \$132,645,190, to remain avail-
 20 able until expended.

21 Grants-in-aid for airports (liquidation of contract au-
 22 thorization): For liquidation of obligations incurred under
 23 authority granted in the Act of August 3, 1955 (69 Stat.
 24 441), to enter into contract, ~~(6)\$30,000,000~~ \$25,000,000,
 25 to remain available until expended.

1 Maintenance and operation, Washington National Air-
2 port: For expenses incident to the care, operation, mainte-
3 nance and protection of the Washington National Airport,
4 including purchase of one passenger motor vehicle for re-
5 placement only; purchase, cleaning, and repair of uniforms;
6 and arms and ammunition; \$1,566,000.

7 Construction, Washington National Airport: For an
8 additional amount for "Construction, Washington National
9 Airport," including construction, alterations, and repairs,
10 \$250,000, to remain available until expended.

11 Maintenance and operation of public airports, Territory
12 of Alaska: For expenses necessary for the maintenance,
13 improvement, and operation of public airports in the Terri-
14 tory of Alaska, as authorized by law (48 U. S. C. 485
15 c-h) ; including arms and ammunition; and purchase, repair,
16 and cleaning of uniforms; \$700,000.

17 Air navigation development: For expenses necessary for
18 planning and developing a national system of aids to air
19 navigation and air traffic control common to military and
20 civil air navigation, including research, experimental investi-
21 gations, purchase and development, by contract or otherwise,
22 of new types of air navigation aids (including plans, specifi-
23 cations, and drawings) ; hire of aircraft; acquisition of neces-
24 sary sites by lease or grant; payments in advance under
25 contracts for research or development work; and not to ex-

1 ceed ~~(7)\$192,000~~ \$255,000 for administrative expenses;
 2 \$1,500,000.

3 COAST AND GEODETIC SURVEY

4 Salaries and expenses: For expenses necessary to carry
 5 out the provisions of the Act of August 6, 1947 (33 U. S. C.
 6 883a-883i), including purchase of not to exceed three pas-
 7 senger motor vehicles for replacement only; uniforms or
 8 allowances therefor, as authorized by the Act of September
 9 1, 1954 (68 Stat. 1114), as amended; lease of sites and the
 10 erection of temporary buildings for tide, magnetic or seismo-
 11 logical observations; hire of aircraft; operation, maintenance,
 12 and repair of an airplane; extra compensation at not to ex-
 13 ceed \$15 per month to each member of the crew of a vessel
 14 when assigned duties as recorder or instrument observer,
 15 and at not to exceed \$1 per day for each station to employees
 16 of other Federal agencies while making oceanographic ob-
 17 servations or tending seismographs; pay, allowances, gratui-
 18 ties, transportation of dependents and household effects, and
 19 payment of funeral expenses, as authorized by law, for not
 20 to exceed 185 commissioned officers on the active list; pay-
 21 ments under the Uniform Services Contingency Option Act
 22 of 1953; and pay of commissioned officers retired in accord-
 23 ance with law; \$11,550,000, of which \$566,000 shall be
 24 available for retirement pay of commissioned officers: *Pro-*
 25 *vided*, That during the current fiscal year, this appropriation

1 shall be reimbursed for press costs and costs of paper for
 2 charts published by the Coast and Geodetic Survey and
 3 furnished for the official use of the military departments
 4 of the Department of Defense.

5 BUSINESS AND DEFENSE SERVICES ADMINISTRATION

6 Salaries and expenses: For necessary expenses of the
 7 Business and Defense Services Administration, including
 8 transportation and not to exceed \$15 per diem in lieu of
 9 subsistence for persons serving without compensation while
 10 away from their homes or regular places of business,
 11 ~~(8)\$3,515,000~~ \$5,682,000.

12 OFFICE OF AREA DEVELOPMENT

13 Salaries and expenses: For necessary expenses of the
 14 Office of Area Development, ~~(9)\$395,000~~ \$200,000.

15 BUREAU OF FOREIGN COMMERCE

16 Salaries and expenses: For necessary expenses of the
 17 Bureau of Foreign Commerce, including the purchase of
 18 Commercial and trade reports, ~~(10)\$2,261,500~~ \$2,445,000.

19 Export control: For expenses necessary for carrying
 20 out the provisions of the Export Control Act of 1949, as
 21 amended, relating to export controls, including awards of
 22 compensation to informers under said Act and as authorized
 23 by the Act of August 13, 1953 (22 U. S. C. 401),
 24 \$3,060,000, of which not to exceed \$1,006,000 may be
 25 advanced to the Bureau of Customs, Treasury Department,

1 for enforcement of the export control program, and of which
2 not to exceed \$93,400 may be advanced to the appropria-
3 tion for "Salaries and expenses" under General administra-
4 tion.

5 OFFICE OF BUSINESS ECONOMICS

6 Salaries and expenses: For necessary expenses of the
7 Office of Business Economics, \$1,035,000.

8 MARITIME ACTIVITIES

9 Ship construction: For acquisition of used ships pur-
10 suant to section 510 of the Merchant Marine Act, 1936, as
11 amended (46 U. S. C. 1160), and for research, develop-
12 ment, and design expenses incident to new and advanced ship
13 design, machinery, and equipment; \$3,000,000, to remain
14 available until expended(11):*Provided, That transfers may*
15 *be made to the appropriation for the current fiscal year for*
16 *"Salaries and expenses" for administrative and warehouse*
17 *expenses (not to exceed \$1,700,000) and for reserve fleet*
18 *expensse (not to exceed \$500,000), and any such transfers*
19 *shall be without regard to the limitations under that appro-*
20 *priation on the amounts available for such expenses.*

21 Operating-differential subsidies: For the payment of
22 obligations incurred for operating-differential subsidies
23 granted on or after January 1, 1947, as authorized by the
24 Merchant Marine Act, 1936, as amended, and in appro-
25 priations heretofore made to the United States Maritime

1 Commission, ~~(12)\$100,000,000~~ \$35,000,000(13), and in
 2 addition, \$65,000,000 to be derived by transfer from the
 3 appropriation "War Shipping Administration Liquidation,
 4 Treasury Department", to remain available until expended:
 5 *Provided*, That hereafter, to the extent that the operating
 6 differential subsidy accrual (computed on the basis of
 7 parity) is represented on the operator's books by a con-
 8 tingent accounts receivable item against the United States
 9 as a partial or complete offset to the recapture accrual,
 10 the operator (1) shall be excused from making deposits
 11 in the special reserve fund, and (2) as to the amount of
 12 such earnings the deposit of which is so excused shall be en-
 13 titled to the same tax treatment as though it had been de-
 14 posited in said special reserve fund. To the extent that any
 15 amount paid to the operator by the United States reduces
 16 the balance in the operator's contingent receivable account
 17 against the United States, such amount shall forthwith be
 18 deposited in the special reserve fund of the operator: *Pro-*
 19 *vided further*, That no contracts shall be executed during the
 20 current fiscal year by the Federal Maritime Board which
 21 will obligate the Government to pay operating differential
 22 subsidy on more than two thousand one hundred voyages
 23 in any one calendar year, including voyages covered by con-
 24 tracts in effect at the beginning of the current fiscal year.

1 Salaries and expenses: For expenses necessary for
2 carrying into effect the Merchant Marine Act, 1936, and
3 other laws administered by the Federal Maritime Board and
4 the Maritime Administration, \$15,425,000, within limita-
5 tions as follows:

6 Administrative expenses, including not to exceed \$1,125
7 for entertainment of officials of other countries when spe-
8 cifically authorized by the Maritime Administrator, \$7,-
9 045,000;

10 Maintenance of shipyard and reserve training facilities
11 and operation of warehouses, \$1,530,000;

12 Reserve fleet expenses, \$6,850,000.

13 Maritime training: For training cadets as officers of
14 the merchant marine at the Merchant Marine Academy at
15 Kings Point, New York, including pay and allowances for
16 personnel of the United States Maritime Service as author-
17 ized by law (46 U. S. C. 1126, 63 Stat. 802, 64 Stat. 794,
18 66 Stat. 79, and 70 Stat. 25); and not to exceed
19 \$2,500 for contingencies for the Superintendent, United
20 States Merchant Marine Academy, to be expended in his
21 discretion; \$2,394,300, including uniform and textbook al-
22 lowances for cadet midshipmen, at an average yearly cost
23 of not to exceed \$200 per cadet: *Provided*, That except as
24 herein provided for uniform and textbook allowances this

1 appropriation shall not be used for compensation or allow-
2 ances for cadets.

3 State marine schools: To reimburse the State of Cali-
4 fornia, \$47,500; the State of Maine, \$47,500; the State
5 of Massachusetts, \$47,500; and the State of New York,
6 \$47,500; for expenses incurred in the maintenance and
7 support of marine schools in such States as provided in the
8 Act authorizing the establishment of marine schools, and
9 so forth, approved March 4, 1911, as amended (34 U. S. C.
10 1121-1123) ; \$149,800 for the maintenance and repair of
11 vessels loaned by the United States to the said States for
12 use in connection with such State marine schools; and
13 \$320,200 for allowances for uniforms, textbooks, and sub-
14 sistence of cadets at State marine schools, to be paid in
15 accordance with regulations established pursuant to law (46
16 U. S. C. 1126 (b)) ; \$660,000.

17 War Shipping Administration liquidation: Not to ex-
18 exceed \$10,000,000 of the unexpended balance of the
19 appropriation to the Secretary of the Treasury in the
20 Second Supplemental Appropriation Act, 1948, for liqui-
21 dation of obligations approved by the General Account-
22 ing Office as properly incurred against funds of the War
23 Shipping Administration prior to January 1, 1947, is
24 hereby continued available during the current fiscal year,

1 and shall be available for the payment of obligations
2 incurred against the working fund titled: "Working
3 fund, Commerce, War Shipping Administration functions,
4 December 31, 1946"(14):*Provided, That the unexpended*
5 *balance of such appropriation to the Secretary of the Treasury*
6 *less the amount of \$10,000,000 continued available and less*
7 *the amount of \$65,000,000 transferred to the appropriation*
8 *"Operating differential subsidies", by this Act, is hereby*
9 *rescinded, the amount of such unexpended balance to be*
10 *carried to the Surplus Fund and covered into the Treasury*
11 *immediately upon the approval of this Act.*

12 General provisions—Maritime activities: No additional
13 vessels shall be allocated under charter, nor shall any ves-
14 sel be continued under charter by reason of any extension
15 of chartering authority beyond June 30, 1949, unless the
16 charterer shall agree that the Maritime Administration shall
17 have no obligation upon redelivery to accept or pay for
18 consumable stores, bunkers and slop-chest items, except
19 with respect to such minimum amounts of bunkers as the
20 Maritime Administration considers advisable to be retained
21 on the vessel and that prior to such redelivery all consum-
22 able stores, slop-chest items, and bunkers over and above
23 such minimums shall be removed from the vessel by the
24 charterer at his own expense.

25 No money made available to the Department of Com-

1 merce for maritime activities, by this or any other Act shall
2 be used in payment for a vessel the title to which is ac-
3 quired by the Government either by requisition or pur-
4 chase, or the use of which is taken either by requisition or
5 agreement, or which is insured by the Government and lost
6 while so insured, unless the price or hire to be paid therefor
7 (except in cases where section 802 of the Merchant Marine
8 Act, 1936, as amended, is applicable) is computed in ac-
9 cordance with subsection 902 (a) of said Act, as that sub-
10 section is interpreted by the General Accounting Office.

11 Notwithstanding any other provision of this Act, the
12 Maritime Administration is authorized to furnish utilities and
13 services and make necessary repairs in connection with any
14 lease, contract, or occupancy involving Government property
15 under control of the Maritime Administration, and payments
16 received by the Maritime Administration for utilities, serv-
17 ices, and repairs so furnished or made shall be credited to
18 the appropriation charged with the cost thereof: *Provided,*
19 That rental payments under any such lease, contract, or oc-
20 cupancy on account of items other than such utilities, serv-
21 ices, or repairs shall be covered into the Treasury as
22 miscellaneous receipts.

23 No obligations shall be incurred during the current fiscal
24 year from the construction fund established by the Merchant
25 Marine Act, 1936, or otherwise, in excess of the appropria-

1 tions and limitations contained in this Act, or in any prior
2 appropriation Act, and all receipts which otherwise would
3 be deposited to the credit of said fund shall be covered into
4 the Treasury as miscellaneous receipts.

5 INLAND WATERWAYS CORPORATION

6 Inland Waterways Corporation (administered under the
7 supervision and direction of the Secretary of Commerce) :
8 Not to exceed \$4,500 shall be available for administrative
9 expenses to be determined in the manner set forth under
10 the title "General expenses" in the Uniform System of Ac-
11 counts for Carriers by Water of the Interstate Commerce
12 Commission (effective January 1, 1947).

13 PATENT OFFICE

14 Salaries and expenses: For necessary expenses of the
15 Patent Office, including services as authorized by section
16 15 of the Act of August 2, 1946 (5 U. S. C. 55a), at
17 rates for individuals not to exceed \$50 per diem (not to
18 exceed \$25,000) ; and defense of suits instituted against the
19 Commissioner of Patents; \$19,000,000.

20 BUREAU OF PUBLIC ROADS

21 General administrative expenses: Necessary expenses of
22 administration, including advertising (including advertising
23 in the city of Washington for work to be performed in areas
24 adjacent thereto), purchase of seventy-five passenger motor
25 vehicles for replacement only, and the maintenance and

1 repairs of experimental highways, shall be paid, in accord-
2 ance with law, from appropriations available to the Bureau
3 of Public Roads.

4 Of the total amount available from appropriations of
5 the Bureau of Public Roads for general administrative ex-
6 penses, pursuant to the provisions of section 21 of the Act
7 of November 9, 1921, as amended (23 U. S. C. 21),
8 \$100,000 shall be available for all necessary expenses to
9 enable the President to utilize the services of the Bureau
10 of Public Roads in fulfilling the obligations of the United
11 States under the Convention on the Pan-American High-
12 way Between the United States and Other American Re-
13 publics (51 Stat. 152), cooperation with several govern-
14 ments, members of the Pan American Union, in connection
15 with the survey and construction of the Inter-American
16 Highway, and for performing engineering service in Pan-
17 American countries for and upon the request of any agency
18 or governmental corporation of the United States.

19 Federal-aid highways (trust fund): For carrying out
20 the provisions of the Federal-Aid Road Act of July 11,
21 1916, as amended and supplemented, which are attributable
22 to Federal-aid highways, to remain available until expended,
23 not more than \$1,690,000,000, to be derived from the High-
24 way Trust Fund; which sum is composed of \$264,500,000,
25 the balance of the amount authorized for the fiscal year

1 1956, and \$1,422,500,000, a part of the amount authorized
 2 to be appropriated for the fiscal year 1957, and \$2,396.73,
 3 \$17,700.07, \$816,392.20, and \$1,492,268, the latter sums
 4 being for reimbursement of the sums expended for the repair
 5 or reconstruction of highways and bridges which have been
 6 damaged or destroyed by floods, hurricanes, or landslides, as
 7 provided by section 4 of the Act approved June 8, 1938,
 8 section 7 of the Act approved July 13, 1943, and section 9
 9 of the Act approved September 7, 1950, as amended (23
 10 U. S. C. 13a and 13b), and section 7 of the Act approved
 11 June 25, 1952, and \$671,243 for reimbursement of the sums
 12 expended for the design and construction of highway bridges
 13 upon and across dams in accordance with the Act of July
 14 29, 1946 (60 Stat. 709).

15 Forest highways (liquidation of contract authorization) :
 16 For expenses, not otherwise provided for, necessary for
 17 carrying out the provisions of section 23 of the Federal
 18 Highway Act of November 9, 1921, as amended (23
 19 U. S. C. 23, 23a), to remain available until expended,
 20 ~~(15)\$25,000,000~~ \$23,000,000, which sum is composed of
 21 \$16,250,000, the remainder of the amount authorized to be
 22 appropriated for the fiscal year 1957, and ~~(16)\$8,750,000~~
 23 \$6,750,000, a part of the amount authorized to be appro-
 24 priated for the fiscal year 1958: *Provided*, That this ap-
 25 propriation shall be available for the rental, purchase,

1 construction, or alteration of buildings and sites necessary
2 for the storage and repair of equipment and supplies used for
3 road construction and maintenance, but the total cost of any
4 such item under this authorization shall not exceed \$15,000.

5 Public lands highways (liquidation of contract authoriza-
6 tion) : For payment of obligations incurred pursuant to the
7 contract authorization granted by section 6 of the Federal-
8 Aid Highway Act of 1954 (68 Stat. 73) and section 106
9 of the Federal-Aid Highway Act of 1956 (70 Stat. 376),
10 to remain available until expended, \$1,500,000, a part of
11 the amount authorized for fiscal year 1957.

12 Inter-American Highway: For necessary expenses of
13 completing the survey and construction of the Inter-Ameri-
14 can Highway, in accordance with the provisions of the Act of
15 December 26, 1941 (55 Stat. 860), as amended, to remain
16 available until expended, \$12,000,000, which sum is the
17 remainder of the amount authorized to be appropriated by
18 the Act of July 1, 1955.

19 General provisions—Bureau of Public Roads: None of
20 the money appropriated for the work of the Bureau of
21 Public Roads during the current fiscal year shall be paid
22 to any State on account of any project on which convict
23 labor shall be employed, but this provision shall not apply
24 to labor performed by convicts on parole or probation.

25 During the current fiscal year authorized engineering

1 or other services in connection with the survey, construction,
2 and maintenance, or improvement of roads may be per-
3 formed for other Government agencies, cooperating foreign
4 countries, and State cooperating agencies, and reimbursement
5 for such services (which may include depreciation on engi-
6 neering and road-building equipment used) shall be credited
7 to the appropriation concerned.

8 During the current fiscal year appropriations for the
9 work of the Bureau of Public Roads shall be available for
10 expenses of warehouse maintenance and the procurement,
11 care, and handling of supplies, materials, and equipment for
12 distribution to projects under the supervision of the Bureau
13 of Public Roads, or for sale or distribution to other Govern-
14 ment activities, cooperating foreign countries, and State co-
15 operating agencies, and the cost of such supplies and mate-
16 rials or the value of such equipment (including the cost of
17 transportation and handling) may be reimbursed to current
18 applicable appropriations.

19 Appropriations to the Bureau of Public Roads may be
20 used in emergency for medical supplies and services and other
21 assistance necessary for the immediate relief of employees
22 engaged on hazardous work under that Bureau, and for
23 temporary services as authorized by section 15 of the Act
24 of August 2, 1946 (5 U. S. C. 55a), ~~(17)~~ *in an amount not*

1 *exceeding \$10,000*, but at rates for individuals not in excess
 2 of ~~(18)\$50~~ *\$100* per diem.

3 NATIONAL BUREAU OF STANDARDS

4 Expenses: For expenses necessary in performing the
 5 functions authorized by the Act of March 3, 1901, as
 6 amended (15 U. S. C. 271-278c), including general ad-
 7 ministration; operation, maintenance, alteration, and pro-
 8 tection of grounds and facilities; and improvement and con-
 9 struction of temporary or special facilities as authorized
 10 by section 2 of the Act of July 21, 1950 (15 U. S. C. 286) ;
 11 ~~(19)\$8,908,500~~ *\$9,948,000*: *Provided*, That during the cur-
 12 rent fiscal year the maximum base rate of compensation for
 13 employees appointed pursuant to the Act of July 21, 1950
 14 (15 U. S. C. 285), shall be equivalent to the entrance rate
 15 of GS-12.

16 Plant and equipment: For construction of a pilot elec-
 17 tronic data-processing device to be used in the performance
 18 of functions authorized by the Act of March 3, 1901, as
 19 amended (15 U. S. C. 271-278c) ; repair of mechanical
 20 facilities; design and acquisition of railway scale test
 21 equipment; expenses incurred, as authorized by section
 22 2 of the Act of July 21, 1950 (15 U. S. C. 286), in the
 23 construction or improvement of buildings, grounds, and
 24 other facilities, and, without regard to the cost limitation

1 contained in that Act; installation of fire protection systems
2 in field laboratories; and purchase of three passenger motor
3 vehicles for replacement only; \$450,000, to remain available
4 until expended.

5 WEATHER BUREAU

6 Salaries and expenses: For expenses necessary for the
7 Weather Bureau, including maintenance and operation of
8 aircraft; purchase of two passenger motor vehicles for re-
9 placement only; not to exceed \$25,000 for services as au-
10 thorized by section 15 of the Act of August 2, 1946 (5
11 U. S. C. 55a) ; and not to exceed \$10,000 for maintenance
12 of a printing office in the city of Washington, as authorized by
13 law; ~~(20)\$37,480,100~~ \$38,252,200: *Provided*, That during
14 the current fiscal year, the maximum amount authorized under
15 section 3 (a) of the Act of June 2, 1948 (15 U. S. C. 327) ,
16 for extra compensation to employees of other Government
17 agencies for taking and transmitting meteorological observa-
18 tions, shall be \$5 per day ; and the maximum base rate of pay
19 authorized under section 3 (b) of said Act, for employees
20 conducting meteorological investigations in the Arctic region,
21 shall be \$6,500 per annum, except that not more than five
22 of such employees at any one time may receive a base rate of
23 \$9,000 per annum, and such employees may be appointed
24 without regard to the Classification Act of 1949, as amended.

25 Establishment of meteorological facilities: For an addi-

1 tional amount for the acquisition, establishment, and reloca-
2 tion of meteorological facilities and related equipment, in-
3 cluding the alteration and modernization of existing facilities;
4 \$600,000, to remain available until June 30, 1960: *Pro-*
5 *vided*, That the appropriations heretofore granted under
6 this head shall be merged with this appropriation.

7 GENERAL PROVISIONS—DEPARTMENT OF COMMERCE

8 SEC. 102. During the current fiscal year applicable ap-
9 propriations and funds available to the Department of Com-
10 merce shall be available for the activities specified in the
11 Act of October 26, 1949 (5 U. S. C. 596a), to the extent
12 and in the manner prescribed by said Act.

13 SEC. 103. Appropriations in this title available for sal-
14 aries and expenses shall be available for expenses of attend-
15 ance at meetings of organizations concerned with the activi-
16 ties for which the appropriations are made; hire of passenger
17 motor vehicles; services as authorized by section 15 of the
18 Act of August 2, 1946 (5 U. S. C. 55a), but, unless other-
19 wise specified, at rates for individuals not to exceed \$50
20 per diem; and uniforms, or allowances therefor, as author-
21 ized by the Act of September 1, 1954, as amended (5
22 U. S. C. 2131).

23 (21) SEC. 104. *The Secretary of Commerce hereafter is*
24 *authorized, subject to the procedures prescribed in section*
25 *505 of the Classification Act of 1949, as amended, but with-*

1 out regard to the numerical limitations contained therein, to
2 place one position in grade GS-18, three positions in grade
3 GS-17, and ten positions in grade GS-16, in the General
4 Schedule established by the Classification Act of 1949, as
5 amended, and such positions shall not be in lieu of any posi-
6 tions in the Department previously allocated under section
7 505.

8 TITLE II—THE PANAMA CANAL

9 CANAL ZONE GOVERNMENT

10 Operating expenses: For operating expenses necessary
11 for the Canal Zone Government, including operation of the
12 Postal Service of the Canal Zone; hire of passenger motor
13 vehicles; uniforms or allowances therefor, as authorized by the
14 Act of September 1, 1954, as amended (5 U. S. C 2131);
15 expenses incident to conducting hearings on the Isthmus;
16 expenses of attendance at meetings, when authorized by
17 the Governor of the Canal Zone, of organizations concerned
18 with activities pertaining to the Canal Zone Government;
19 expenses of special training of employees of the Canal Zone
20 Government as authorized by law (63 Stat. 602); contin-
21 gencies of the Governor; residence for the Governor; medical
22 aid and support of the insane and of lepers and aid and
23 support of indigent persons legally within the Canal Zone,
24 including expenses of their deportation when practicable;
25 and payments of not to exceed \$50 in any one case to

1 persons within the Government service who shall furnish
 2 blood for transfusions; ~~(22)\$15,648,600~~ \$15,765,600.

3 Capital outlay: For acquisition of land and land under
 4 water and acquisition, construction, and replacement of im-
 5 provements, facilities, structures, and equipment, as author-
 6 ized by law (2 C. Z. Code, secs. 3 and 16; 63 Stat. 600),
 7 including the purchase of not to exceed eight passenger
 8 motor vehicles for replacement only; and expenses incident
 9 to the retirement of such assets; ~~(23)\$1,000,000~~ \$1,025,-
 10 000, to remain available until expended.

11 PANAMA CANAL COMPANY

12 The following corporation is hereby authorized to make
 13 such expenditures, within the limits of funds and borrowing
 14 authority available to it and in accord with law, and to make
 15 such contracts and commitments without regard to fiscal
 16 year limitations as provided by section 104 of the Govern-
 17 ment Corporation Control Act, as amended, as may be nec-
 18 essary in carrying out the programs set forth in the Budget
 19 for the fiscal year 1958 for such corporation, ex-
 20 cept as hereinafter provided:

21 Not to exceed \$7,820,000 of the funds available to the
 22 Panama Canal Company shall be available during the cur-
 23 rent fiscal year for general and administrative expenses of
 24 the Company, which shall be computed on an accrual basis.
 25 Funds available to the Panama Canal Company for operating

1 expenses shall be available for the purchase of not to exceed
2 seventeen passenger motor vehicles for replacement only,
3 including one at not to exceed \$5,000, and for uniforms or
4 allowances therefor, as authorized by the Act of September
5 1, 1954, as amended (5 U. S. C. 2131).

6 GENERAL PROVISIONS—THE PANAMA CANAL

7 SEC. 202. No part of any appropriation contained in
8 this Act shall be used directly or indirectly, except for tempo-
9 rary employment in case of emergency, for the payment
10 of any civilian for services rendered by him on the Canal
11 Zone while occupying a skilled, technical, clerical, adminis-
12 trative, executive, or supervisory position unless such person
13 is a citizen of the United States of America or of the Republic
14 of Panama: *Provided, however,* (1) That, notwithstanding
15 the provision in the Act approved August 11, 1939 (53
16 Stat. 1409) limiting employment in the above-mentioned
17 positions to citizens of the United States from and after
18 the date of approval of said Act, citizens of Panama may
19 be employed in such positions; (2) that at no time shall
20 the number of Panamanian citizens employed in the above-
21 mentioned positions exceed the number of citizens of the
22 United States so employed, if United States citizens are avail-
23 able in continental United States or on the Canal Zone;
24 (3) that nothing in this Act shall prohibit the continued

1 employment of any person who shall have rendered fifteen
2 or more years of faithful and honorable service on the Canal
3 Zone; (4) that in the selection of personnel for skilled, tech-
4 nical, administrative, clerical, supervisory, or executive posi-
5 tions, the controlling factors in filling these positions shall
6 be efficiency, experience, training, and education; (5) that
7 all citizens of Panama and the United States rendering
8 skilled, technical, clerical, administrative, executive, or super-
9 visory service on the Canal Zone under the terms of this
10 Act (a) shall normally be employed not more than forty
11 hours per week, (b) may receive as compensation equal
12 rates of pay based upon rates paid for similar employment
13 in continental United States plus 25 per centum; (6) this
14 entire section shall apply only to persons employed in skilled,
15 technical, clerical, administrative, executive, or supervisory
16 positions on the Canal Zone directly or indirectly by any
17 branch of the United States Government or by any corpora-
18 tion or company whose stock is owned wholly or in part
19 by the United States Government: *Provided further*, That
20 the President may suspend from time to time in whole or
21 in part compliance with this section if he should deem such
22 course to be in the public interest.

23 SEC. 203. The Governor of the Canal Zone is author-
24 ized to employ services as authorized by section 15 of the

1 Act of August 2, 1946 (5 U. S. C. 55a), in an amount not
 2 exceeding \$15,000: *Provided*, That the rates for individuals
 3 shall not exceed ~~(24)\$50~~ \$100 per diem.

4 SEC. 204. The Governor of the Canal Zone and the
 5 President of the Panama Canal Company, in computing
 6 allowances for the cost of travel on home leave for persons
 7 who elect at their expense to take other than the lowest
 8 first-class travel to the United States, shall take into account
 9 as the cost to the United States the actual cost, as computed
 10 by the General Accounting Office, of travel by United
 11 States owned and operated vessels rather than a reduced
 12 fare rate which is available for such employees when travel-
 13 ing on their own account.

14 TITLE III—INDEPENDENT AGENCIES

15 ~~(25)~~ ADVISORY COMMITTEE ON WEATHER CONTROL

16 *Salaries and expenses: For necessary expenses of the*
 17 *Advisory Committee on Weather Control, established by the*
 18 *Act of August 13, 1953 (67 Stat. 559), as amended, in-*
 19 *cluding services as authorized by section 15 of the Act of*
 20 *August 2, 1946 (5 U. S. C. 55a), \$250,000, to remain*
 21 *available until July 30, 1958.*

22 CIVIL AERONAUTICS BOARD

23 *Salaries and expenses: For necessary expenses of the*
 24 *Civil Aeronautics Board, including contract stenographic*
 25 *reporting services; employment of temporary guards on a*

1 contract or fee basis; salaries and traveling expenses of
 2 employees detailed to attend courses of training conducted
 3 by the Government or industries serving aviation; hire,
 4 operation, maintenance, and repair of aircraft; expenses of
 5 attendance at meetings of organizations concerned with the
 6 activities of this appropriation; hire of passenger motor
 7 vehicles; services as authorized by section 15 of the Act of
 8 August 2, 1946 (5 U. S. C. 55a), at rates for individuals
 9 not to exceed \$50 per diem; ~~(26)\$5,255,400~~ \$5,725,000.

10 Payments to air carriers: For payments to air carriers
 11 of so much of the compensation fixed and determined by
 12 the Civil Aeronautics Board under section 406 of the Civil
 13 Aeronautics Act of 1938, as amended (49 U. S. C. 486), as
 14 is payable by the Civil Aeronautics Board pursuant to Re-
 15 organization Plan No. 10 of 1953; ~~(27)\$38,754,000~~ \$37,-
 16 228,000, to remain available until expended.

17 SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

18 The Saint Lawrence Seaway Development Corporation
 19 is hereby authorized to make such expenditures, within the
 20 limits of funds and borrowing authority available to such
 21 Corporation, and in accord with law, and to make such con-
 22 tracts and commitments without regard to fiscal year limita-
 23 tions as provided by section 104 of the Government Corpora-
 24 tion Control Act, as amended, as may be necessary in
 25 carrying out the programs set forth in the budget for the

1 fiscal year 1958 for such Corporation, except as hereinafter
2 provided:

3 Not to exceed \$400,000 shall be available for admin-
4 istrative expenses which shall be computed on an accrual
5 basis, including not to exceed \$1,000 for official entertain-
6 ment expenses, to be expended upon the approval or au-
7 thority of the Administrator: *Provided*, That said funds
8 shall be available for services as authorized by section 15
9 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates
10 for individuals not to exceed \$50 per day.

11 TARIFF COMMISSION

12 Salaries and expenses: For necessary expenses of the
13 Tariff Commission, including subscriptions to newspapers
14 (not to exceed \$200), not to exceed \$20,000 for expenses
15 of travel, and contract stenographic reporting services as
16 authorized by section 15 of the Act of August 2, 1946
17 (5 U. S. C. 55a), ~~(28)\$1,640,000~~ \$1,700,000: *Provided*,
18 That no part of this appropriation shall be used to pay the
19 salary of any member of the Tariff Commission who shall
20 ~~(29)thereafter~~ *hereafter* participate in any proceedings under
21 sections 336, 337, and 338 of the Tariff Act of 1930, wherein
22 he or any member of his family has any special, direct, and
23 pecuniary interest, or in which he has acted as attorney or
24 special representative: *Provided further*, That no part of the
25 foregoing appropriation shall be used for making any special

1 study, investigation or report at the request of any other
2 agency of the executive branch of the Government unless
3 reimbursement is made for the cost thereof: *Provided fur-*
4 *ther*, That that part of the foregoing appropriation which is
5 for expenses of travel shall be available, when specifically
6 authorized by the Chairman of the Tariff Commission, for
7 expenses of attendance at meetings of organizations con-
8 cerned with the functions and activities of said Commission.

9 TITLE IV—GENERAL PROVISIONS

10 SEC. 401. ~~(30)(a)~~ No part of any appropriation con-
11 tained in this Act shall be used for publicity or propaganda
12 purposes not heretofore authorized by the Congress.

13 ~~(31)(b)~~ No part of any appropriation contained in this Act
14 shall be used for payment of any expert or consultant, or of
15 any management engineering corporation, company, firm,
16 or other organization, for the performance of any service
17 relating to the management or organization of the Depart-
18 ment of Commerce or any bureau, administration, office,
19 corporation, or other agency thereof, the Canal Zone Gov-
20 ernment, the Panama Canal Company, or any independent
21 board, corporation, or commission, unless the utilization and
22 payment of experts or consultants, or of management engi-
23 neering corporations, companies, firms, or other organiza-
24 tions, is specifically authorized by law for the performance
25 of such service.

1 SEC. 402. No part of any appropriation contained in this
2 Act shall be used to pay any expenses incident to or in con-
3 nection with participation in the International Materials
4 Conference.

5 This Act may be cited as the "Department of Com-
6 merce and Related Agencies Appropriation Act, 1958".

Passed the House of Representatives April 9, 1957.

Attest:

RALPH R. ROBERTS,

Clerk.

Passed the Senate with amendments May 17, 1957.

Attest:

FELTON M. JOHNSTON,

Secretary.

86TH CONGRESS
1ST SESSION

H. R. 6700

AN ACT

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 17, 1957

Ordered to be printed with the amendments of the
Senate numbered

the Taft-Hartley Act, I want to stress the fact that I consider it a wholly inadequate remedy with respect to the evils uncovered by the select committee headed by the Senator from Arkansas [Mr. McCLELLAN], and I hope that no one will be lulled into accepting this as a remedy.

I wish to point out in this regard that the mere publication of these reports would not have prevented any of the misdeeds in the teamsters' and other unions uncovered by the McClellan committee. Those reports are completely inadequate and frequently inaccurate, containing no detail or breakdown to reveal transactions such as those which have been disclosed. They contain no listing—as the SEC asks of all registrant corporations—of all transactions, past or proposed, in which the principal officer or his associates have an interest. The accuracy of these reports is not subject to any check by the Labor Department or any independent audit; they are not filed under oath; and no union is penalized for filing false information. The mere publication of these reports, while a first step, is an inadequate one.

I am hopeful that it will be possible for the Committee on Labor and Public Welfare to suggest some substantial improvements, and I am certain that Congress will give prompt attention during this session to correct these inadequacies.

Mr. HILL. Mr. President, I wish to express the deep appreciation of the Senator from Alabama and the other Senators who have spoken on this matter for the great generosity and kindness shown by the distinguished Senator from Florida.

Mr. HOLLAND. Mr. President, I wish again to express my appreciation of the restraint shown by the distinguished Senators who have spoken so briefly, and of their sense of self-abnegation, to plagiarize from the remarks of the Senator from Alabama.

I take this occasion to thank all of them and each of them, as I feel certain countless millions of people throughout the Nation do, including the members of the unions themselves, for the fair and decent way in which they have approached the matter of cleaning up the troublesome question concerning the administration of union funds.

Mr. SMITH of New Jersey. Mr. President, I wish to thank the distinguished Senator from Florida for yielding to us for this purpose.

The PRESIDING OFFICER. The joint resolution will be received and appropriately referred.

The joint resolution (S. J. Res. 94) directing that the financial reports and other information filed with the Secretary of Labor pursuant to subsections (f) and (g) of section 9 of the National Labor Relations Act, as amended, be made available to the public, introduced by Mr. HILL (for himself and other Senators), was received, read twice by its title, and referred to the Committee on Labor and Public Welfare.

DEPARTMENT OF COMMERCE APPROPRIATIONS, 1958

The PRESIDING OFFICER. Without objection, the Chair lays the unfinished business before the Senate.

The Senate resumed the consideration of the bill (H. R. 6700) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes.

Mr. HOLLAND. Mr. President, for the convenience of all Senators who may wish to follow the items in the pending bill, H. R. 6700, I ask that there be distributed at this time a printed sheet which depicts the action taken by the House Committee on Appropriations and by the Senate Committee on Appropriations upon the bill, showing the various amounts in which the House and Senate committee recommendations are in conformity, and the various amounts with respect to which the Senate committee has recommended some change from the House-passed bill. In some instances, the changes are increases, and in some instances they are reductions.

I believe the best way for Senators to follow these items is to follow the sheet which is now being distributed.

Mr. President, the total amount of funds carried by this bill, as reported to the Senate, is \$2,303,584,290. However, by far the largest part of the total amount is represented by the appropriation from the Federal-aid highway trust fund for going forward with the Federal-aid highway-construction program and the Interstate System of Highways, which has now become the most important part of that program.

The total amount allowed from the special trust fund set up for the Federal-aid highway program is \$1,690,000,000. I invite attention to that fact at the beginning for two reasons: First, there will be no further reference to this item unless Senators have a question about it. Second, the item does not appear in the total budgeted amount of the general budget of \$71.8 billion. Therefore, it should not be considered in any way as having relation to the huge sum which is included in the general budget.

The amount of \$1,690,000,000, which is provided by this bill, was recommended by the Bureau of the Budget, has been approved by the House, and is supported by the collections in the trust fund. There is no question as to the ability of the trust fund to carry those items.

The \$1,690,000,000 will be required during fiscal year 1958 to meet the commitments of the Federal Government to the several States, both under the ordinary Federal aid program, and also in the much larger amount required for going forward with the Interstate System, which is now underway.

Mr. BYRD. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield to the Senator from Virginia.

Mr. BYRD. With regard to the trust fund, does the Senator know what the estimated surplus is?

Mr. HOLLAND. I do not understand the question of the Senator.

Mr. BYRD. In the highway trust fund is there an estimated surplus above what is to be appropriated in this bill?

Mr. HOLLAND. That estimate was presented, I will say to the Senator from Virginia, in the committee, and the presentation showed that notwithstanding this proposed expenditure, a very sizable surplus would remain at the end of fiscal year 1958. I shall be glad to supply the figure for the record.

Mr. BYRD. I agree with the Senator that a surplus is predicted. I wondered, however, if the Senator had available the exact amount of the estimate.

Mr. HOLLAND. The amount estimated by Mr. Tallamy, the able Federal Highway Administrator, in his testimony before the committee, to be in existence at the end of fiscal 1958, was \$872 million. The Senator from Virginia knows, I suspect better than most of us, that the speed of collections depends upon items which cannot be foreseen with complete definiteness.

Mr. BYRD. I thank the Senator.

Mr. HOLLAND. I was impressed by the fact that the Federal Highway Administrator, Mr. Tallamy, seemed to approach the matter conservatively.

Mr. President, unless there is some question relative to this very large appropriation from the trust fund for the grants to States with which to move forward with the Federal-aid roads, I shall leave that item entirely and proceed to consider the portions of the bill which relate to the regular budget for the Department of Commerce and related agencies.

Mr. O'MAHONEY. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield to the Senator from Wyoming.

Mr. O'MAHONEY. I should like to ask the Senator a question or two about the trust fund. It has attracted my attention, because of an examination of the brief summary of the budget which was distributed from the White House through the Bureau of the Budget with respect to the expenditures.

Examining the figures under the highway expenditures, I found, as I now recall the figures, that the document cited the total expenditures for the year 1956 to be \$783 million. I noticed that in the next column the expenditures for 1957 were estimated at \$44 million. Then, glancing into the next column, I noted that the estimate for 1958 was \$42 million. The discrepancy between the \$783 million actually expended in 1956 and the \$44 million predicted or estimated for 1957 and the \$42 million estimated for 1958 appeared to me rather extraordinary. I found the explanation in the fact that I had overlooked the significance of a few little words following the word "highways." In parenthesis the words appeared, "not including trust funds."

So, examining into the trust fund, I found that for 1957—

Mr. HOLLAND. Mr. President, may we have order? The distinguished Senator from Wyoming is phrasing a very

difficult question to the Senator from Florida, and I should like to have the opportunity to hear it.

The PRESIDING OFFICER. The Senate will be in order.

Mr. O'MAHONEY. I never knew a question to be difficult for the Senator from Florida.

I noticed, therefore, that there were actual expenditures from the trust fund of more than \$1,050,000,000. On making inquiry, I was advised that sum represented the total amount of the trust fund which was allowed under the highway law for expenditure. Therefore, the \$44 million mentioned in the Federal budget pamphlet represents a dipping into the general fund of the Treasury for that sum.

Further investigation with respect to 1958 showed that an estimate of expenditure of \$1,650,000,000, as I recall the figure, is being made from the trust fund.

Mr. HOLLAND. One billion six hundred and ninety million dollars.

Mr. O'MAHONEY. One billion six hundred and ninety million dollars. I am reciting the figures from memory. I do not have the document before me. That means that it will be necessary to did into the general fund of the Treasury in the amount of \$42 million in 1958. Did the committee take evidence regarding this discrepancy?

Mr. HOLLAND. I think the discrepancy is more apparent than real. Under the most recently passed Federal-aid highway act, the receipts from various automobile sources with which the Senator is familiar are placed in a trust fund, to be used solely for the regular Federal aid program, primary, secondary, and urban, plus the Interstate Highway System. All such receipts held in the trust fund are to be used solely for the purpose of moving forward with the construction of Federal aid projects by paying to the States commitments made pursuant to the Federal-aid program.

If I may go a little further, the fact is that there are other Federal-aid programs not appearing in the ordinary primary, secondary, or urban programs and the Interstate System—such as forest highways, public-lands highways, the Inter-American Highway, reimbursement to the highway fund of the District of Columbia, and the Woodrow Wilson Memorial Bridge, or the Jones Point Bridge, which were allowed for by appropriations in 1957, in the total amount of \$39,425,000 out of the general revenue fund, and properly so, because the trust fund was not available for these particular items, as the Senator from Florida understands.

The items which are comparable for 1958, under the estimates, are: \$28 million for the forest-highway program—I am quoting, now, from the President's budget—\$2 million for public-lands highways; and \$12 million for the Inter-American Highway, or a total of \$42 million. So, to get the entire picture for highways, it is necessary to consider the \$42 million total budgeted for the several items I have just mentioned; and also the \$1,690,000,000 total which is payable out of the trust fund, which I have just advised the Senator from Virginia [Mr. BYRD] is available in adequate amount to

meet that demand. I pointed out that that commitment exists because of the provisions of the Federal Aid Highway Act, passed by us last year.

Mr. O'MAHONEY. But is it not a fact that the expenditures from the trust fund which are not represented in this summary of the budget are, therefore, not a part of the \$71.8 billion expenditure which the budget report shows?

Mr. HOLLAND. Of course, the Senator is entirely correct. It is also fair to say that in former years—years before construction of the huge Interstate System was undertaken—these same items were shown as a part of the regular budget. However, the fact that they are not so shown this year is the result of legislation passed by the Congress last year, which set aside, in the special trust fund, the receipts from various kinds of automobile user taxes, earmarked specifically for the purposes for which the \$1,690,000,000 is now proposed to be appropriated.

Mr. O'MAHONEY. But the fact is—and I ask this question merely for the RECORD—that the President's budget for 1958, when we consider these trust fund expenditures for the new Federal highway system, is not \$71.8 billion, but \$72 billion, or even \$73.2 billion.

Mr. HOLLAND. The Senator is, of course, correct, except that he might say with equal truth that there are other items provided for by the action, or the suggested action by Congress, out of trust funds of one kind or another.

Mr. O'MAHONEY. Absolutely.

Mr. HOLLAND. Those other items do not fall within the total of \$71,800,000,000. However, the point the Senator has made is completely correct, that the item contained in the pending bill of \$1,690,000,000 from the trust fund to meet the commitments of the Federal Government to the several States for the three regular Federal-aid road programs, plus the Interstate System, does not appear in the regular budget of \$71.8 billion, but must be added thereto before we can begin to see what the total commitments for expenditure from Federal funds from various sources are recommended to be for the fiscal year 1958.

Mr. O'MAHONEY. I now ask the question up to which I have been leading.

The Senator has doubtless observed the statement which was made by the Secretary of Defense yesterday, explaining the increased cost of airplanes and of the defense budget by the fact that we are living in an era of inflation. The price of steel is going up. The prices of various commodities which are needed in building weapons of war, as well as those needed in building the highways of the Nation, have been going steadily up, and nothing is being done by the Government to restrain the inflation except the imposition of the tight-money program by the Federal Reserve Board.

At the same time that the tight-money program is being imposed upon the masses of the people, the States, school districts, and other agencies which would like to borrow money for public purposes in local communities are unable to do so because of the high rate of interest, while at the same time, as the Senator from Virginia pointed out the other day, by

the granting of rapid tax amortization to certain private applicants, they are made the beneficiaries of a very loose fiscal policy, and gain a great advantage, which proves most difficult and burdensome to the masses of our people.

Mr. HOLLAND. I appreciate the comment made by the distinguished Senator, but I do not propose to defend inflation in the budget.

Mr. O'MAHONEY. I am not asking the Senator to defend inflation in the budget.

Mr. HOLLAND. What I am trying to do is to explain the implications of the road trust fund, and the very large appropriation of \$1,690,000,000 out of such fund, which appears in the pending bill, not merely by act of the Executive. I, for one, would have to accept my full share of responsibility. I supported the interstate road system program—

Mr. O'MAHONEY. So did I.

Mr. HOLLAND. Because I thought the speeding up of the construction of our trunk highways was very badly needed, and that, among other things, there was involved the safety of millions of people who travel on our highways. I suspect the Senator from Wyoming felt the same way.

Mr. O'MAHONEY. That is the way we all felt.

Mr. HOLLAND. The Senator is correct in calling attention to the fact that the very large figure of \$1,690,000,000 is not included in the regular budget, but must, with other items, be added to the regular budget of \$71.8 billion before we know what is the total commitment of the Federal Government for the fiscal year 1958.

Mr. O'MAHONEY. I thank the Senator. I think his answer has added greatly to public information on a very vital topic.

I might add that the Subcommittee on Fiscal Policy of the Joint Economic Committee, which subcommittee is headed by Representative MILLS, is about to hold hearings in June on what really constitutes the national debt. The picture presented in the budget is not an accurate one.

Mr. HOLLAND. I thank the distinguished Senator from Wyoming.

Mr. President, I now come to the portion of the bill which refers to the recommendations contained in the general funds budget.

The total amount contained in H. R. 6700 as reported to the Senate by the committee is \$613,584,290. This is \$257,928,710, or 29.6 percent, under the estimates for 1958, and \$154,950,846 under the appropriations for 1957.

The bill as reported by the committee is \$40,100,770 under the House bill.

In this connection, however—and since I think all of us owe the duty to be completely candid in these matters—I wish to call the attention of the Senate to the statement beginning at the top of page 2 of the printed committee report, as follows:

It is to be noted that \$65,000,000 of these reductions is made possible by authorizing the transfer of certain unexpended balances of the War Shipping Administration Liquidation fund for use in meeting liquidation of

obligations in connection with operating differential subsidies.

In other words, the utilization of these balances in the amount of \$65 million does not reduce the expenditures under the budget by that amount, but it does make possible the reduction of appropriations in this bill by making these funds available for purposes other than those for which they were appropriated, in view of the fact that the original purpose has already been achieved, and the further fact that the funds are on hand in such shape that they can thus be utilized for a kindred field, that is, shipping differentials, by the same agency, the Department of Commerce.

Substantially the greater part of the bill is included in title I, the Department of Commerce. After the other body had completed action on the budget request of \$803,790,000, and had allowed \$591,387,060, a reduction of \$212,402,940 from the estimates, there was an appeal to the Senate committee for the restoration of \$78,892,940.

This amount was ultimately reduced by the Secretary of Commerce to an appeal for \$78,787,840, after the Secretary of Commerce had withdrawn a request for the restoration of funds in the amount of \$105,100 for the Office of Strategic Information.

The following is a brief summary of the recommendations of the committee. This is statistical and will appear in the RECORD, but I think, for the information of Senators present, I should read this 1-page summary of increases and decreases as we contrast the amounts in the Senate bill and the House bill.

The total amount of the House bill is \$653,685,060. The increases over the House bill are as follows:

In the Civil Aeronautics Administration, for operation and regulation, \$12,453,200, and for the establishment of air-navigation facilities, \$16,083,330. These are the principal increases over the House bill. I may say, for the information of the Senate, that they represent the carefully considered judgment of the subcommittee and the full committee. These amounts represent high priority items in the total request of the Civil Aeronautics Administration relating to the establishment of air-navigation facilities and the operation and regulation of air traffic in a way very badly needed, as we seek to complete the installation of new facilities regulating the flight of airplanes, and affecting the safety of the personnel operating the planes and the millions of people who are traveling in the planes.

It was, in the committee's judgment, completely necessary for us to recommend these increases, because we felt that the action taken by the other body, no matter how conscientiously taken, deprived the large part of the public which is traveling by air for a considerable period of time of priority items in the matter of the establishment of new and improved air navigation facilities, and the operation and regulation under those facilities, which will very greatly add to the safety and security of the millions of our people who are traveling over the airways.

The second items, for business and defense services administration, for salaries and expenses, \$2,167,000.

I shall not make specific comments on any of these added items, because I desire to present this report in a brief way, and then to yield to my colleague, the distinguished senior Senator from Maine [Mrs. SMITH], who has served capably and cooperatively as the ranking minority member of the subcommittee handling the bill.

Bureau of Foreign Commerce, salaries and expenses, \$183,500.

National Bureau of Standards, expenses, \$1,039,500.

Weather Bureau, salaries and expenses, \$772,100.

Canal Zone Government, for operating expenses, \$117,000.

Capital outlay, \$25,000.

Both of these items are from funds derived from the operation of the Panama Canal.

Advisory Committee on Weather Control, \$250,000. This will enable the completion of that important research effort.

Civil Aeronautics Board, for salaries and expenses, \$469,600.

Tariff Commission, \$60,000.

The total of recommended increases over the House bill is \$33,620,230.

The decreases from the House bill are five in number, as follows:

Civil Aeronautics Administration, for grants-in-aid for airports, \$5 million.

For area development, salaries and expenses, \$195,000.

For maritime activities, in operating differential subsidies, \$65 million.

I digress long enough to say that this is the same item which I discussed in the beginning of my formal statement. It represents a reduction in appropriations, but not a reduction in expenditures.

Bureau of Public Roads, for forest highways, a reduction of \$2 million.

Civil Aeronautics Board, a reduction in the sum for payments to air carriers, \$1,526,000.

The total amount of decreases from the House bill is \$73,721,000, which I again remark includes the \$65 million sum which I have specially mentioned.

The amount of the bill as reported by the subcommittee, therefore, is \$613,584,290.

The reduction from the appropriations carried by the House bill is \$40,100,770.

The reduction from the 1958 budget estimates is \$257,928,710, or 29.6 percent.

The amount of decrease from the appropriations for 1957 is \$154,950,846.

I apprehend that there will be questions as to some of these items, but I now wish to yield to my colleague, the distinguished senior Senator from Maine [Mrs. SMITH], to enable her to make her statement, which I understand may be, in some degree, along the general lines of my opening statement.

I yield to the Senator from Maine.

Mrs. SMITH of Maine. I thank the chairman of the subcommittee for being so kind as to yield to me.

Mr. President, as the ranking minority member of the Senate Appropriations Subcommittee on the Commerce Department, I want to take recognition of the

very fine work of the chairman of the subcommittee, the senior Senator from Florida [Mr. HOLLAND]. He was most patient, thorough, constructive, and intelligent in his steering of the bill through the subcommittee and then through the full committee. I also want to commend the staff members, John Witeck and Bill Kennedy, who worked so diligently on the bill. Without them, the subcommittee could not have done its work.

The subcommittee conducted hearings on the items in the bill commencing on April 10, and, with interruptions due to pressures of other meetings and activities, finally concluded on May 8, after approximately 20 hours of taking testimony. The matters heard will be found in the 626-page volume.

The total budget request in the amount of \$871,513,000 is comprised of 37 money items.

I should call to your attention that in the case of 21, or approximately 60 percent, of the items, the subcommittee, endorsed by the full committee, approved without change items allowed in the House bill, and by this joint act, if these recommendations are adopted, will effect a reduction totaling \$100,357,700 from the budget estimates. I do not believe that in this instance we can be called the upper body for upping House allowances.

Furthermore, in the case of 5 items, where the House had already made reductions totaling \$31,586,000, our recommendations propose further appropriations reductions amounting to \$73,721,000, for a total reduction of \$105,307,000 in appropriations. In this group is included, as a reduction in appropriations, the amount of \$65 million, which is made available by transfer from balances of a fund provided for purposes which have largely been achieved.

Finally, in 11 instances, the recommendations in our report provide for increases totaling \$33,620,230 over the amounts in the House version of the bill; however, despite this, they are still \$52,264,010 below the budget estimates.

In summary, reductions of \$100,357,700 were made concurrently with the allowances made in the House version of the bill; reductions of \$105,307,000 were made by cutting below the House appropriation figures; and, in instances where increases were made over the House allowances, the budget estimate reduction was still \$52,264,010. In all, these reductions total \$257,928,710 from the budget amounts.

Mr. President, I ask unanimous consent that a tabulation of the data to which I have referred be printed at this point in the RECORD, in support of my remarks.

There being no objection, the tabulation was ordered to be printed in the RECORD, as follows:

Item and reduction	
Salaries and expenses, general administration-----	\$139,800
BUREAU OF THE CENSUS	
Salaries and expenses-----	653,200
1958 censuses of business, manufactures and mineral industries-----	845,000
18th Decennial Census-----	850,000

Item and reduction—Continued	
CIVIL AERONAUTICS ADMINISTRATION	
Maintenance and operation, Washington National Airport	\$234, 000
Construction, Washington National Airport	250, 000
Maintenance and operation, Alaska airports	550, 000
Air navigation development	500, 000
Salaries and expenses, Coast and Geodetic Survey	550, 000
Salaries and expenses, Office of Business Economics	20, 000
MARITIME ACTIVITIES	
Ship construction	91, 500, 000
Salaries and expenses	425, 000
Maritime training	190, 700
Salaries and expenses, Patent Office	200, 000
Bureau of Public Roads, Public Lands highways	500, 000
NATIONAL BUREAU OF STANDARDS	
Plant and equipment	350, 000
Construction of facilities	2, 000, 000
Establishment of meteorological facilities, Weather Bureau	600, 000
Total reductions	100, 357, 700

In the following three items, the House bill provides the amount of the budget estimate, and the Senate committee recommends agreement with the House action:

Export control, Bureau of Foreign Commerce.

State marine schools, Maritime Administration.

Inter-American Highway, Bureau of Public Roads.

Items reduced in House bill and further reduced by Senate committee

Items	House reduction	Senate committee reduction
Grants-in-aid for airports, Civil Aeronautics Administration	\$5, 000, 000	\$5, 000, 000
Salaries and expenses, Office of Area Development		195, 000
Operating-differential subsidies, Maritime Administration	20, 000, 000	165, 000, 000
Forest Highways, Bureau of Public Roads	3, 000, 000	2, 000, 000
Payments to air carriers, Civil Aeronautics Board	3, 586, 000	1, 526, 000
Total	31, 586, 000	73, 721, 000
Recapitulation:		
House reduction	31, 586, 000	
Senate reduction		73, 721, 000
Total	\$105, 307, 000	

¹ This reduction in appropriations is not a reduction in expenditures; an equivalent amount of money is made available by language authorizing transfer of balances from "War Shipping Administration liquidation" fund.

Item	Increase over House bill	Reduction below budget
CIVIL AERONAUTICS ADMINISTRATION		
Operation and regulation	\$12, 453, 200	\$4, 799, 000
Establishment of air navigation facilities	16, 083, 330	42, 354, 810
Salaries and expenses, Business and Defense Services Administration	2, 167, 000	1, 393, 000
Salaries and expenses, Bureau of Foreign Commerce	193, 500	200, 000
Expenses, National Bureau of Standards	1, 039, 500	1, 552, 000
Salaries and expenses, Weather Bureau	772, 100	1, 047, 800
Operating expenses, Canal Zone Government	117, 000	782, 400

Items reduced in House bill and further reduced by Senate committee—Continued

Item	Increase over House bill	Reduction below budget
CIVIL AERONAUTICS ADMINISTRATION—CON.		
Capital outlay, Canal Zone Government	\$25, 000	\$75, 000
Advisory Committee on Weather Control	250, 000	60, 000
Salaries and expenses, Civil Aeronautics Board	469, 600	
Tariff Commission	60, 000	
Total	33, 620, 230	52, 264, 010

Mr. HOLLAND. Mr. President, I certainly appreciate the splendid remarks of the Senator from Maine, and I am grateful for the kind things she has had to say about the Senator from Florida.

Mr. President, before I yield for questions, let me say that the reductions made by the committee are very real. The 29.6 percent reduction from the amount voted by the House of Representatives is a reduction in the appropriations. It contrasts with a 22-percent reduction in the amount of the expenditures, after allowing for the fact that \$65 million, instead of being appropriated by means of the bill as reported by the Senate committee, is simply transferred from another appropriation, as I have already stated, and as has been stated also by the Senator from Maine.

Mr. President, I understand that there are Members who wish to ask questions regarding certain of these items, and I shall be glad to yield to any Senators who have questions to ask about any items in the bill.

Mr. WILLIAMS. Mr. President, will the Senator from Florida repeat the amount which he says the bill, as reported by the Senate committee, represents as a saving, as compared with the appropriation bill of last year?

Mr. HOLLAND. The statement I previously made covered several approaches to the matter. As reported by the committee, the bill represents reductions in the amount of \$257,928,710 from the budget estimates, or a reduction of 29.6 percent in the appropriations recommended by the budget.

However, as I have said repeatedly, a part of that reduction is merely a reduction in appropriation, represented by the transfer of the \$65 million item from the fund representing the liquidation of the Shipping Board.

Mr. WILLIAMS. I address my question first to this point: How does the bill as reported by the Senate committee, and as now before the Senate, compare with the bill as passed by the House of Representatives?

Mr. HOLLAND. As reported by the Senate committee, the bill carries appropriations which represent a decrease in the amount of \$40,100,770 from the appropriations voted by the House of Representatives, and is \$24,899,230 above the expenditures provided by the bill as passed by the House of Representatives.

Mr. WILLIAMS. In other words, the bill as reported by the Senate committee carries spending authority \$24 mil-

lion greater than that carried by the bill as passed by the House of Representatives; is that correct?

Mr. HOLLAND. The Senator from Delaware is correct; and I have been trying to make that point completely clear, because I want all Senators to understand it. I also want them to understand that that fact is brought about by our recommendations in connection with the expenditures for the Civil Aeronautics Administration. The total increases we suggest for the Civil Aeronautics Administration are as follows: \$12,453,200 for operation and regulation, and \$16,083,330 for establishment of new air navigation facilities; or a total of a little more than \$28,500,000.

Mr. WILLIAMS. The bill as reported by the Senate committee provides for transfer of the \$65 million authorization for operating differential subsidies for ships, funds formerly available to the War Shipping Administration, the result being additional spending authority for the Department of Commerce for the next year in the amount of \$24 million; is that correct?

Mr. HOLLAND. The Senator from Delaware is correct. The committee felt it was much better practice to transfer the \$65 million, already in hand, and in a similar fund, and representing the liquidation of a Government operation, to the operation in which we voted to place it, which is the operating differential subsidies, rather than to appropriate new money.

In that connection, I call the attention of the Senator from Delaware to the fact that by that process we kept the recommendation contained in the bill as reported by the committee exactly identical with the recommendation contained in the bill as passed by the House of Representatives, which provided for the expenditure of \$100 million in the fiscal year 1958 for operating differential subsidies. In other words, we continued the reduction effected by the House version of the bill, as regards spending, from the \$120 million recommended by the budget for this subject, for the fiscal year 1958, to \$100 million; and there is also a substantial reduction below the appropriations for the fiscal year 1957, because the total appropriations for this purpose in the fiscal year which is now coming to an end were \$124 million. So the \$100 million called for by the bill as reported by the Senate committee and by the bill as passed by the House of Representatives is \$24 million less than the appropriations for the fiscal year 1957, and is \$20 million below the budget estimate for this objective for the fiscal year 1958.

Mr. WILLIAMS. Mr. President, I am not discussing the merits of what the Senate committee did. I am trying to establish the clear understanding that I have and to get it set forth in the RECORD, that the bill as reported by the Senate committee still carries the authority—as originally voted by the House of Representatives—for \$100 million for the operation of subsidies for the merchant marine; and the bill as reported by the Senate committee carries spending authority of \$24 million more than

was included in the bill as passed by the House of Representatives. I think that on that point we are in agreement.

Mr. HOLLAND. The Senator from Delaware is correct; and I made both of those points completely clear in my opening statement.

Mr. WILLIAMS. One other point—I refer now to the language of the Senate committee version of the bill, which provides additional spending authority to the Department of Commerce, as appearing on page 8.

Mr. HOLLAND. Will the Senator state the particular part of the bill to which he is referring?

Mr. WILLIAMS. I am referring to page 8 of the bill, beginning on line 14, where the following proviso is found:

Provided, That transfers may be made to the appropriation for the current fiscal year for "Salaries and expenses" for administrative and warehouse expenses (not to exceed \$1,700,000) and for reserve fleet expenses (not to exceed \$500,000), and any such transfers shall be without regard to the limitations under that appropriation on the amounts available for such expenses.

The first part of the proviso is very clear, in that it provides for \$2,200,000, but I desire to read the last phrase in the proviso and then ask a question.

I address my question to the Senator from Florida and call attention to the remaining part of the last three lines in the proviso, beginning with the word "and":

And any such transfers shall be without regard to the limitations under that appropriation on the amounts available for such expenses.

That appears to be rather innocent language, but if I understand it correctly, as it will be applied to the existing law, it provides the machinery to use \$92 million spending authority for the next 12 months for construction differential subsidies, the \$92 million being an unexpended balance from previous appropriations.

Am I correct in that understanding?

Mr. HOLLAND. First, I may say to the Senator that the item to which he now addresses himself has no relation at all to that which he has just been discussing, that is, operating-differential subsidies.

Mr. WILLIAMS. That is correct. I am now speaking of ship construction subsidies.

Mr. HOLLAND. This relates entirely to ship construction.

Mr. WILLIAMS. Perhaps I should make that clearer.

In the report of the committee there is listed an appropriation of \$3 million for construction differential subsidies and a claimed saving of \$97,700,000. Yet, if I understand the language correctly—and I wish to be corrected if I am in error—if we adopt the Senate bill, we are still leaving \$92 million available for expenditures by the Department of Commerce whereby it can still expend this amount for ship construction in the next 12 months.

Mr. HOLLAND. The fact is that both the House and the Senate committee cut to the very bone the fund which the Bureau of the Budget requested, \$94,-

500,000. We found there was a substantial balance on hand, and we followed the House in its recommendation of \$3 million as the amount necessary to add to the funds on hand for 1958. However, we realized, when the Department was then under limitations because of action taken by the House, and limitations under the earlier bill, which limitations had been lived up to, that the Department would need funds authorized for administrative purposes for 1958. We therefore made available the \$3 million in 1958.

The amendment provides that "transfers may be made to the appropriation for the current fiscal year for 'Salaries and expenses' for administrative and warehouse expenses (not to exceed \$1,700,000) and for reserve fleet expenses (not to exceed \$500,000), and any such transfers shall be without regard to the limitations under that appropriation on the amounts available for such expenses."

Therefore, there were limitations in the bill, and those limitations have been already practically exhausted.

Mr. WILLIAMS. If the Senator will consult with the committee staff, I think he will find that by the language of the committee bill we will be leaving \$92 million available to the Department to spend for construction differential next year.

Mr. HOLLAND. We do not so understand, and we do not understand this has any relation at all to the operating-differential subsidies. It applies only to construction, and we are simply offering to enlarge the funds, by \$1,700,000 in one case and by \$500,000 in the other case, notwithstanding the more drastic limitations which appeared in the original grant. The debate should make that quite clear if the language of the bill does not, and I think the language does make it clear.

Mr. WILLIAMS. Would the Senator go along with an amendment striking the language out?

Mr. HOLLAND. No. The Senator from Florida feels the Department made a good case for needing some additional expense money, and the House had not allowed for the fact that in cutting out practically the full amount of the requested increase in funds in this particular field—that is, for ship construction—sufficient allowance had not been made for the fact that the Administration could go ahead.

Mr. WILLIAMS. I am not, at this moment, debating the merits of whether or not we need the ship-construction subsidy. I am saying that if it is needed let us make the grants directly, in specified amounts, and know what we are doing. In this instance, while the bill suggests only \$3 million as being appropriated for payment of construction-differential subsidies for next year, the fact is that actually the Department will have \$95 million available, or \$92 million of previously appropriated funds plus the \$3 million here today.

I still think the committee language will give the Department \$92 million additional expense money which it would not have if the amendment were not adopted.

Assuming I am in error, will the Senator accept a proviso to the amendment stating that under no circumstances shall this amendment be interpreted as providing additional spending authority for an amount in excess of the two amounts named totaling \$2,200,000?

Mr. HOLLAND. I would have no objection to such an amendment, because I think that is what the language means. I believe the legislative history made on the floor now so limits it. I cannot imagine that an administrative agency would fly in the face of such legislative history made on the floor of the Senate. If it did, it would have a difficult time selling its case to Congress or a committee, before which it would have to appear soon.

I simply state that the committee felt and understands that its action simply allows the use of appropriated funds in the amount of \$1,700,000 more than the present limitations would permit for administrative and warehouse expenses, and \$500,000 more than the present legislation permits in the case of reserve fleet expenses.

Mr. WILLIAMS. Is it the committee's understanding that the proviso provides only for two items, namely, one for \$1,700,000, and the other for \$500,000?

Mr. HOLLAND. The Senator is completely correct, and the Senator from Florida would steadfastly oppose any other construction, and would feel that the purpose and intent of the committee, and of the Department in making the request which the committee granted, was being stultified by any other interpretation, which would allow the use of greater funds.

Mr. WILLIAMS. Is it the understanding of the Senator from Florida that by no interpretation, and in no manner, will this language be interpreted as providing any authority for the Maritime Commission to spend one dime for construction differential subsidies under the provisions of the bill?

Mr. HOLLAND. The Senator is correct. The only purpose of the amendment, and the only purpose of the request which we grant in proposing the amendment, is to allow the diversion, in the one case, of \$1,700,000 for administrative and warehouse expenses, and, in the other case, a diversion of \$500,000 for reserve fleet expenses, since neither of those amounts could be expended under existing limitations.

Mr. WILLIAMS. Can the Senator from Florida, as chairman of the subcommittee, also give us assurance that it is not the intention of the committee either to come before the Congress with a supplemental bill or to recommend the restoration of the \$97 million, or any part thereof, during the next 12 months?

Mr. HOLLAND. The Senator from Florida can simply say that he has no such intention at this time. He knows no one else who has such intention.

However, there is no way in the world to foreclose in advance a consideration of the needs of all agencies of Government. The Senator from Florida has frequently voted for, and frequently voted against, supplemental budget requests. The Sen-

ator from Florida expresses the very strong hope that there will not be any such supplemental budget request.

Mr. WILLIAMS. I appreciate that.

Mr. HOLLAND. But any such request will have to be judged on its merits and on the conditions existing at the time. The Senator from Florida would not be true to his trust, or to the Senator from Delaware, or to anybody else, if he should seek to preclude himself from giving fair consideration to any request for a supplemental item which might come from an important agency of government in a period which has not yet begun. The fiscal year begins July 1 and extends for the year thereafter. The Senator from Florida certainly cannot go as far as the Senator from Delaware requests in assuring his distinguished friend, much as he would like to do so.

Mr. WILLIAMS. If the Senator from Florida will yield further, I did not mean to ask for a blanket promise from the Senator. I recognize that either one of us may change his mind as to the merits of a proposal brought before us later. What I referred to was the interpretation to be put upon the amendment now pending, and as to the manner in which it might be modified so as to make sure that the purposes intended would be carried out.

The interpretation of the Senator from Florida is that the adoption of the amendment will in no way be used as a justification for the restoration of any funds under a supplemental bill by an agency which might say, "Under this amendment we were supposed to get some money which you did not give us."

Mr. HOLLAND. The Senator is stating exactly what I feel. The adoption of this amendment has no relation to the creation of additional funds for ship construction. This amendment would allow the agency to carry forward the administrative work which they must perform under the law. If the agency took any position different from that indicated before the committee, it would find at least one member of the committee, the Senator from Florida, very hostile in his attitude toward any such interpretation, because his understanding has been that they were asking for needed funds for administrative purposes, which we should grant them, and not that they should have a foot in the door which would enable them to come to Congress later to ask for \$100 million or any other sum for ship construction.

Mr. WILLIAMS. If the Senator from Florida will yield further, is it correct to state that we can assume the bill now before the Senate, with committee amendments—either in the language proposed in this amendment under the ship-construction item or in any other place in the bill, for that matter—will not give the Maritime Administration the authority to use previously appropriated funds to carry out their ship construction differential payments, or any transfer as provided in the operational case when there was a transfer of funds from the War Shipping Administration?

Mr. HOLLAND. Oh, no. The distinguished Senator has my assurance that there is no such course being followed

here as we followed in the transfer of the funds from the liquidation of the War Shipping Administration.

Mr. WILLIAMS. There is no transfer.

Mr. HOLLAND. This is a matter which makes available for other purposes funds which could be used under present law only for construction. It makes those funds available in limited amounts for administration; in one case \$1.7 million, and in the other case \$500,000.

I wish to assure the Senator that the committee has no thought whatever in suggesting this amendment, if it shall be agreed to, of laying a predicate for a supplemental budget request. Quite the contrary, we are trying to afford the agency the machinery and funds by which it can continue to properly administer funds already appropriated through the fiscal year 1958.

Mr. WILLIAMS. I recognize that. I do not wish to have the Senator from Florida think that I am questioning his good intentions by asking these questions. I am merely trying to establish the record, so that he or I or anyone else reading the Record will understand what is meant. Is it correct to say we have a clear understanding that there is nothing in the language of the amendment, and nothing in this bill, intended to release any previously appropriated funds to this agency whereby they can use previously appropriated but unobligated funds for the purpose of payment for ship construction, over and above the two amounts mentioned, namely, \$1.7 million for the administrative and warehouse expenses, and \$500,000 for fleet expenses?

Mr. HOLLAND. I will say to the Senator, he has stated the matter exactly the way I understand it, with this exception: Previously appropriated funds can be spent only as the terms of the appropriation permit. There are unexpended funds in the item for the ship building differential, as the Senator knows. They will have to be used for the purposes for which appropriated, with the exception of these two items, which are being earmarked and permitted to be transferred to administrative use. That is the only change.

Mr. WILLIAMS. The authority of the Maritime Administration to use previously appropriated funds represents the \$92 million about which we are talking. What I am asking is: Are we in this bill authorizing the expenditure of unobligated funds previously appropriated?

Mr. HOLLAND. Not unless the expenditure is authorized by previous legislation. This bill would not make any change in any way whatsoever in the provisions of previous appropriations except as stated by the amendment, that funds not now usable for administrative purposes shall be available for those purposes in the amount of \$1.7 million in the one case and in the amount of \$500,000 in the other case. That is the only purpose, the only effect, and the only result that would be accomplished by this amendment.

The Senator from Florida has already given his friend, the Senator from Delaware, the assurance that the Senator from Florida would be made very hostile

toward any request of this agency if it came forward and sought to apply some different construction to the language.

Mr. WILLIAMS. My reason for persisting in asking this question is that the language of the committee amendment on page 8 in my opinion definitely releases \$92 million of previously appropriated funds for this agency to use next year for the payment of the construction differential subsidies, which they cannot pay without the adoption of this amendment. If the Senator from Florida will assure me that is not true, I will accept his assurance.

Mr. HOLLAND. Mr. President, I assure the Senator from Delaware that there is no such intention in the amendment. I do not so construe it. It is my positive assurance to the Senator that the whole committee would not stand for any such interpretation.

Mr. WILLIAMS. Mr. President, with the permission of the Senator from Florida, I should like to suggest the absence of a quorum.

Mr. HOLLAND. Mr. President, I did not yield for that purpose.

Mr. WILLIAMS. I withhold the suggestion and will resume the questions later.

Mr. BARRETT. Mr. President, I should like to ask the Senator from Florida a number of questions with respect to certain items in the bill.

I invite attention to the items for the Bureau of Public Roads. I note that the request for the Federal-aid highway trust funds was allowed in full, to the extent of \$1,690,000,000.

Mr. HOLLAND. The Senator is correct.

Mr. BARRETT. That amount is pursuant to the Highway Act which Congress passed a year ago, and involves merely the use of the money which was provided for by the additional taxes, and so forth, under that act.

Mr. HOLLAND. The Senator is correct. Under that act the trust fund was set up to meet the expenses of the ordinary Federal aid to road construction—primary, secondary, urban, and the Interstate System. So far as those systems are concerned, they are now being financed from the trust fund. But there are other objectives in which the Federal Government has an interest, in connection with road construction, which are not embraced in the trust fund, and they are found in the forest highway item, the public lands highway item, and the Inter-American Highway item.

Mr. BARRETT. That is my next question, if the Senator will yield for that purpose.

Mr. HOLLAND. I yield.

Mr. BARRETT. I note that the budget estimate for forest highways was \$28 million, and that was reduced by the House to \$25 million. The Senate committee makes a further reduction to \$23 million.

Mr. HOLLAND. The Senator is correct; and that reduction was made because the agency itself stated to us that the \$23 million would be ample to pay all the obligations now existing under

contractual authorizations which will be payable in 1958.

Mr. BARRETT. I call the Senator's attention to the hearings on page 501. I note there the statement that, as of April 1 of this year, projects programed but not yet placed under construction involved approximately \$25 million of forest highway funds, leaving a balance of \$4,200,000 available for programing additional projects. Reference is made to exhibit 3. What I should like to call the Senator's attention to is this particular situation:

The Congress provided for an interstate highway system, and an enlarged Federal highway system, and further it authorized the Bureau of Public Roads to expand the forest highway system to the amount of \$30 million a year. That was under the act of Congress last year. I call the Senator's attention to the fact that we are proceeding with the interstate system and the enlarged Federal-aid system to the extent of 100 percent, as the Senator stated a moment ago, but we are reducing the funds available for forest highways from \$28 million to \$23 million. That will result in a bottleneck in our entire highway system in the Western States. In other words, we shall wind up with an improved and enlarged Federal-aid system, and a tremendously enlarged interstate system, but when we come to the forest highways, with respect to which the Bureau of Public Roads reported that about 75 percent was coincidental with the Federal-aid system, and furthermore, that 800 miles of the forest highways are a part of the national system of interstate and defense highways, we shall have a great number of "dead ends" in the 11 Western States unless we do as the Congress intended should be done, namely, authorize and direct the Bureau of Public Roads to contract for and to spend \$30 million each year for the forest highways, although I think that sum is inadequate. However, the committee is reducing the sum from \$30 million to \$23 million.

Mr. HOLLAND. I can understand the concern of the distinguished Senator. However, I want him to know that this reduction is based upon conferences between the committee and the Budget Officer of the Department of Commerce and the Assistant Secretary for Administration. The reduction represents their considered view, only a week ago, long after the budget was made up, and long after the hearings in the House were held, as to the full amount which will be required for the building of the forest highway system in 1958.

Let me say also to the distinguished Senator that he is in error in his conclusion that the \$1,690,000,000 represents the full authorization for construction of the Interstate System and the ordinary Federal-aid programs in the fiscal year 1958.

Mr. BARRETT. It does represent the full budget estimate, however.

Mr. HOLLAND. It represents the full budget estimate, which in that instance was based upon commitments to the States, as to the amounts which would have to be paid in those years.

If the Senator will turn to page 499 of the hearings, he will see that the total amount of the program which could have been carried on if the program could be advanced so quickly under the Interstate System and the 3 ordinary, secondary, and urban systems, was authorized to be \$2,550,000,000. So the approach to that total, in the allowance of \$1,690,000,000, represents an even smaller percentage than that which is worked out in the case of forest highways.

Mr. BARRETT. I understand that; but I still insist, so far as the budget estimates are concerned, that the Bureau of Public Roads did request, through the Department of Commerce, \$28 million. However, the committee in this bill is cutting the appropriation back to \$23 million.

Mr. HOLLAND. The Senator is correct; but we cut it back not because the committee wanted to cut off one dime of funds that could be used or would be needed in the fiscal year 1958, but because, after the situation was resurveyed only last week by the paying agency, we were told that \$23 million would be adequate to cover full payments on all construction underway or contemplated, with respect to which money would be payable in the fiscal year 1958. The committee has not cut off a dime. It simply reduced the figure because, as time has lapsed, the Agency has been able to get a clearer view of what it would need. It is the Agency's estimate of \$23 million which now represents its conviction as to the full amount which it will need in fiscal 1958.

Mr. BARRETT. That is what disturbs me more than anything else. Every State in the West is asking for twice as much work to be done on the forest highways as they are able to have done. I cannot understand for the life of me how the Bureau of Public Roads can say they do not need the full \$28 million. There is something wrong somewhere. Either the Bureau is not following the mandate of Congress and constructing forest highways to the full extent authorized, to wit, \$30 million, or they are cutting back the requests of the various States for work in those States.

Mr. HOLLAND. The Senator from Florida would not be agreeable to cutting it back. He wants the whole program to go forward. He is sorry that the program for the interstate system, the primary system, the secondary system, and the urban system cannot utilize the total of \$2,550,000,000 which was provided for fiscal 1958. He is sorry, with his friend from Wyoming, that the program for the forest highway system cannot utilize the full \$30 million. However, the fact of the matter is that the combined roadbuilding program now underway so greatly exceeds any program we have ever carried on in the past that we cannot get to it all at once.

The Bureau of Public Roads impressed the committee with its desire to strengthen the program and enlarge it within the full figures authorized in every way within its power. However, it was bound to say to the committee what

its judgment was under the changed conditions since the time the budget estimate was made last fall. The conditions have changed from last fall to last week. These changed conditions relate to the forest highway system.

The Senator from Florida has given to the Senator from Wyoming the exact picture in that connection. I wish to say further that, difficult as it is to get supplemental items approved, I believe there would be no question whatever about getting a supplemental appropriation, if one were needed, to fill an obligation for highway construction where the agency has gone ahead and let a contract and needs the money. In my judgment, that would go through with the greatest of speed, because it would be recognized as being an obligation of the Federal Government which Congress had authorized to be made. Certainly there would be no trouble about it.

The distinguished Senator from Wyoming knows that there would be no justification for Congress to appropriate \$30 million merely because it was asked for last September.

Mr. BARRETT. Of course not.

Mr. HOLLAND. The distinguished Senator from Wyoming should approve the action of the committee in insisting that the figures be brought up to date from the standpoint of resurveying the situation and finding out exactly what amount will be needed. I believe that in private business he would insist on it.

Mr. BARRETT. Indeed I would. I agree with the Senator 100 percent. I am not attempting to raise any question about the wisdom of the committee in taking this action. I am questioning the action taken by the Bureau of Public Roads. I can assure the distinguished Senator from Florida that every State in the West is clamoring for more forest highways. We need such highways. We need them very badly. At present, in many places, forest roads are in a dangerous condition. They are an integral part of our primary system and, as I indicated a while ago, they are even a part of the new interstate system.

Why the Bureau of Public Roads could not enter into contracts for the full \$30 million, which in my judgment is only half of what is needed—it ought to be \$60 million, instead of \$30 million, if an integrated highway system is to be built in the western States—I will never be able to understand.

Let me ask the Senator another question. I appreciate the Senator's patience.

Mr. HOLLAND. I wish to be helpful to the distinguished Senator. I am having exactly the same kind of aches and pains in connection with the interstate mileage in my State that the Senator from Wyoming is having with regard to forest highway mileage in his State.

People in Florida cannot understand why all the interstate mileage cannot be built at once, and why all the money made available cannot be spent in the year it is available. The Senator from Wyoming knows—he has been governor of a great State, and the Senator from Florida served at one time in a similar

capacity—that we cannot possibly anticipate that a program of roadbuilding, expanded as greatly as the program was expanded by last year's legislation, can be put into operation overnight. The Bureau of Public Roads is the agency which, more than any other agency, wants to see this whole program put under contract and completed as soon as possible. I believe they are doing their best toward that end.

Mr. BARRETT. I agree with the Senator. The Bureau of Public Roads has been authorized by the highway law we passed a year ago to expend \$30 million by contract authorization on the forest highways. This bill will leave a shortage in that fund of \$7 million. The question I have is this. Will that amount be carried over, and can the Bureau contract next year for the \$30 million provided in the law and for the \$7 million that is not provided for in this appropriation bill?

Mr. HOLLAND. I am sorry to say to the distinguished Senator from Wyoming that, without having reference to the specific provisions of the section dealing with that subject in last year's legislation, I cannot answer the question. If the Senator will give me a moment, I shall place the information in the RECORD. I should like to read from the section in the act that deals with this subject. Neither the distinguished Senator from Wyoming nor I can possibly hope to remember all the items in a law of the magnitude of the one we passed last year.

Section 103, which deals with forest highways and forest development roads and trails, reads, in part, as follows:

For the purpose of carrying out the provisions of section 23 of the Federal Highway Act of 1921, as amended and supplemented, there is hereby authorized to be apportioned (1) for forest highways the sum of \$30 million for the fiscal year ending June 30, 1958, and a like sum for the fiscal year ending June 30, 1959.

Then the next language has to do with forest development, which I shall omit. I continue to quote:

Provided further, That hereafter funds available for forest highways and forest development roads and trails shall also be available for adjacent vehicular parking areas and for sanitary, water, and fire-control facilities.

I may say to the distinguished Senator from Wyoming that Congress was a good deal more generous in dealing with his State and other States which have extensive forest highways, in this regard, than it was in dealing with other States which do not have forest highways. The Senator from Florida was glad to join in that provision.

Mr. BARRETT. I remember that. I appreciate it.

Mr. HOLLAND. I do not find the exact answer to the Senator's question in that section. I suggest that he take it up with the appropriate agency. Suffice it to say that the Bureau of Public Roads has not been able to keep up with forest highway authorizations. I remember that we had to eliminate an accumulation of such authorizations which had not been used when we enacted the road legislation last year.

Mr. BARRETT. Yes; I remember that.

Mr. HOLLAND. But I may say also that I was in earnest when I voted for this portion of the act, as I know the Senator from Wyoming was. I agree with him that we want to speed the construction of forest highway links in the regular Federal aid system, and that is what he is talking about.

Mr. BARRETT. That is precisely so.

Mr. HOLLAND. We want to speed such construction as rapidly as we can, as is true of all other portions of the program, and I shall join him in anything that is reasonable along that line. I will not join him—if, indeed, he is asking that it be done—in restoring an estimate made in September, when the same agency feels now, in May, that it cannot use those funds and, instead, requires the smaller amount.

Mr. BARRETT. I am not asking that that be done.

Mr. HOLLAND. I thank the Senator.

Mr. BARRETT. The sole purpose of my inquiry was to ascertain whether the Bureau of Public Roads was proceeding with the dispatch I had hoped they would exhibit, so that we could get the forest highway program underway.

Mr. HOLLAND. I suspect the answer which the Bureau of Public Roads would give is the same one they have given to us with respect to the delays in starting the roadbuilding programs in Florida, namely, that they simply cannot get all the plans and specifications ready at once, and they cannot get all the contractors to bid on a vast building program at one time.

The industry itself is increasing its capacity in this field month by month, and will continue to do so under this tremendously expanded program.

I join with my distinguished friend from Wyoming, and I assure him that I will assist in any way I can, from the congressional angle, to speed the programs under the great bill which Congress passed last year.

Mr. BARRETT. I think the distinguished Senator from Florida will agree with me that the Bureau of Public Roads should make every effort it possibly can to get the work underway in the next fiscal year, and if he can be of some assistance in that respect, I will appreciate it very much. I thank him for his expression here today.

Mr. HOLLAND. I always stand ready to cooperate with my good friend from Wyoming, and certainly in a reasonable, understandable request of this kind.

Mr. BARRETT. I thank the Senator from Florida.

Mr. CHAVEZ. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield to the Senator from New Mexico.

Mr. CHAVEZ. I thank the Senator from Florida for his indulgence.

I wish to tell the Senator from Wyoming that I am deeply interested in the problem he has discussed. I think the road-building program is so vast that there has not been sufficient time in which to get it started. In the first place, the average State is not moving rapidly

with its program because of a lack of engineers and surveyors. Because of that situation and because the program is so vast and so important, I have asked that the Subcommittee on Public Roads of the Committee on Public Works, headed by the distinguished junior Senator from Tennessee [Mr. GORE] hold hearings, which he has been doing, in an effort to accelerate the program. There is no use authorizing and appropriating money if the roads cannot be built.

Mr. BARRETT. The Senator from New Mexico is exactly correct. He is chairman of the Committee on Public Works, which has jurisdiction over this entire matter. I know that he and his State are just as much interested in forest highways as is Wyoming, or as I am.

Mr. CHAVEZ. That is correct. When the Senator from Wyoming discusses forest highways or roads, I believe I understand that particular subject. I agree with everything the Senator has said; but, as was explained by the Senator from Florida, we do have to try to push the program.

Mr. BARRETT. That is—precisely what we are trying to do.

Mr. CHAVEZ. That is correct. I am glad the Senator from Wyoming has made his remarks. The Senator from Florida is in charge of a very important bill, and is deeply interested in this subject, because good roads are important to any State, whether it be Republican Wyoming, or Democratic New Mexico, or Democratic Florida.

Mr. HOLLAND. Mr. President, I greatly appreciate the kind statement by the distinguished Senator from New Mexico, who is chairman of the Committee on Public Works, from which came last year the legislation we have been discussing. Certainly his statement that the road-building industry simply cannot expand, and the engineering studies by State highway departments, and others, cannot be accelerated overnight to take care of this program, really confirms the statement which I made a few minutes ago.

Mr. NEUBERGER. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield.

Mr. NEUBERGER. I am glad the able Senator from New Mexico is on the floor, because perhaps he can assist, in his capacity as chairman of the Committee on Public Works, in answering my question.

Is it not true that the expansion of forest highways might not involve some of the same difficulties pertaining to the construction industry as are faced in the construction of other highways? Forest highways rarely are surfaced; they are much more crude in construction, and they do not require the vast amounts of steel, concrete, and other materials which go into the more finished roads.

Mr. HOLLAND. I readily see how the Senator from Oregon could come to that point of view, but I think he is confusing the term "forest highways," because that type of highway applies only to links in the Federal-aid system which go through forests.

I think perhaps the Senator is thinking of the developmental roads and the access roads and trails, which are certainly of lighter construction and have been properly described by his question.

Our problem does not relate to them, but to the links of the interstate highways which pass through forests and which become the peculiar responsibility of the Federal Government to construct, so that they will be of the same high type of construction as are the other Federal-aid projects.

Mr. NEUBERGER. The Senator from Florida has answered my question. The bill does not apply, in other words, to what may be described as forest access roads and trails, which are built in the national forests.

Mr. CHAVEZ. For the protection of the forests.

Mr. NEUBERGER. For the protection of the forests, so that the timber may be economically and prudently harvested.

Mr. CHAVEZ. That is correct.

Mr. NEUBERGER. This bill does not apply to those roads, does it?

Mr. HOLLAND. What the Senator from Florida is now discussing are the national forest roads which are connected with the Interstate Highway System.

Mr. NEUBERGER. Rather than the developmental and access roads and trails. They are not involved in this particular bill.

Mr. HOLLAND. No. We are talking about forest highways; and under the technical meaning of the term as it is embraced in the Federal-Aid Highway Act, it applies to the mileage of the regular Federal aid system, whether primary or secondary, and on the Interstate System in particular, which happens to traverse the national forests.

Mr. CHAVEZ. It is on the Interstate System. I may say to the Senator from Oregon, also, that so far as access roads for the protection of the national forests are concerned, they will be the subject of another bill, the Department of the Interior appropriation bill.

Mr. NEUBERGER. I thank the Senator from Florida and the Senator from New Mexico for setting me straight and affording me exactly the information I desired. I had hoped they would understand my question, because I was trying to be vigilant in protecting the very real interests of my State with respect to forest roads.

Mr. HOLLAND. I think every Senator know the very great interest which the Senator from Oregon has in the forests and in everything which pertains to the forests, and the national parks, as well. We recognize him as a kind of special pleader for those objectives, and we thoroughly understand his position on this point.

Mr. CHAVEZ. Through the kindness of the distinguished senior Senator from Georgia [Mr. RUSSELL], who at one time handled the Agriculture appropriation bill, I had the privilege and the opportunity to visit the forest roads in the State of the Senator from Oregon. I wish that Wyoming and New Mexico had the kind of forests which exist in Oregon.

Uncle Sam owns, in my State alone, 16 million acres of timberland, but there it takes 85 years to make a merchantable tree. I know that between Newport and Tillamook, along the Pacific, they make a merchantable tree in 30 years.

Mr. NEUBERGER. I wish to make one correction in what the distinguished Senator from New Mexico has said. His facts are absolutely correct, but it is not "they" who make a tree; it is the Creator of heaven and earth who make the tree, and we in Oregon can only offer thanks for that good fortune.

Mr. CHAVEZ. I will not take a back seat to anyone as to who created the tree. But I say they make a tree in 30 years and produce 100,000 board-feet per acre.

Mr. NEUBERGER. That is correct.

Mr. CHAVEZ. I wish that could be done in other Western States; but Oregon has the proper climate.

Mr. NEUBERGER. Oregon often has 80 inches of coastal rainfall from weather patterns coming from the Aleutians. Although the people sometimes complain about too much dampness there could not be, without this rainfall, the great forests which the Senator has described.

Mr. CHAVEZ. I landed at a place called Klamath Falls. I did not go on the main road. I went on the forest road to Bend, and then went over the Cascades and followed the river into Eugene. I never saw more beautiful things than those the Lord and nature had provided.

I congratulate the Senator; he comes from a wonderful State. The Lord and nature have been good to that area of the United States.

Mr. NEUBERGER. The Senator's State of New Mexico has magnificent canyons and the great uplands of the Southwest. We in Oregon have the majestic forests which the Senator from New Mexico has described. Each of us is fortunate in a slightly different way.

Mr. CHAVEZ. That is correct. If we in my State had a different kind of country, it would not be New Mexico. So far as New Mexico is concerned, we are very happy with it as it is.

Mr. NEUBERGER. I think the Senator should be happy.

Mr. CHAVEZ. Not only happy, but proud.

Mr. NEUBERGER. The Senator should be proud, also.

Mr. CHAVEZ. My ancestors have been in New Mexico since 1589. I am happy that it has been possible to discuss with the Senator from Oregon the subject of highways in his great State and mine.

Mr. NEUBERGER. I cannot claim that my ancestors were in Oregon that long ago, because, if they had been in Oregon at that time, they would have been there before the great explorers Meriwether Lewis and William Clark arrived. My grandfather came to the great Northwest from Germany in 1869, for the very good reason of wishing to avoid becoming personally involved in the Franco-Prussian War. The year 1869 is a very much more recent date than the date of the arrival of the illustrious ancestors of the Senator from New Mexico.

Mr. CHAVEZ. That indicates one of the good features of the United States of America. Those who wished to avoid becoming involved in the Franco-Prussian War, those who wished to be adventurers from Spain, and those who wished to leave Wales, have come to America. I think it is wonderful.

Mr. NEUBERGER. I hope the Senator from New Mexico and I and others will be able to take action to preserve the great natural assets and the natural resources of our country, so that all Americans—both those who are Americans by birth and those who have become Americans as a result of immigration—will be able to enjoy those great natural assets.

Mr. CHAVEZ. Mr. President, I am a great admirer of Teddy Roosevelt. I know he fought at San Juan Hill, as a Rough Rider; and I know he was responsible for the construction of the Panama Canal. But I believe his greatest contribution to the welfare of the people of the United States was his action in having the Federal Government take over the national forests, for the benefit of the American people.

Mr. NEUBERGER. Yes; the national-forest system is Teddy Roosevelt's greatest monument.

Mr. CHAVEZ. That is correct.

Mr. HOLLAND. Mr. President, I thank the distinguished Senators for their contribution to the debate.

I have agreed to yield to the Senator from Delaware.

Mr. WILLIAMS. Mr. President, to resume the previous colloquy I had with the Senator from Florida, at which time we were referring to the item on page 8 of the Senate committee report on ship construction. In the report the committee claims that the bill as reported by it will appropriate only \$3 million for ship construction for next year, representing a saving of \$91,500,000 below budget requests.

My point is that although that may be a cut in the budget request, nevertheless, so far as actual spending authority for the Maritime Administration is concerned in connection with the payment of ship construction differential subsidies during the next fiscal year, the agency will have sufficient appropriations available whereby it can still spend more money than it spent during any of the 4 preceding years. In effect with the passage of the Senate bill this agency will have \$92 million, plus the \$3 million provided for in the committee amendment, or a total of \$95 million. All of this can be spent for ship construction differential payments beginning in the fiscal year 1958. It is more than has been spent in any of the 4 preceding years.

I believe I am correct in stating that the Maritime Administration, of the Department of Commerce, will have a total of \$92 million plus the \$3 million, or a total of \$95 million for the payment of ship construction differential subsidies beginning in the next fiscal year notwithstanding any supposed reduction in appropriations by means of the bill as reported by the Senate committee.

Mr. HOLLAND. First, Mr. President, let me say that I do not like the use of the word supposed, in connection with the reductions carried in the bill as reported by the Senate committee, because the bill as reported by us is replete with reductions.

Mr. WILLIAMS. The bill is replete with reductions in the budgetary requests, but I am referring to spending authority. Is it not true that with the passage of this bill the Maritime Administration has \$92 million which it can use under existing law, plus the \$3 million now proposed to be provided; and is it not also true that last year the Maritime Administration spent \$87 million for ship construction differential subsidies, and that they spent \$86 million in the fiscal year 1956, \$70,500,000 in the fiscal year 1955, and \$82,600,000 in the fiscal year 1954? Is it not also true that, under the pending bill, as reported by the Senate committee, the Maritime Administration will begin with \$95 million available for expenditure for this purpose, notwithstanding any economies about which we may be talking? Under this bill we are not reducing the spending authority of this agency for next year.

Mr. HOLLAND. Mr. President, at the time of the House committee hearings, \$92 million was available in this fund. The amount now available may be somewhat less. That available amount was carried over from previous appropriations. The Senator will find on page 7 of the House committee report a very careful treatment of this subject, indicating why the House made the \$3 million available. That portion of the House committee report concludes with the following words:

All new funds requested for this purpose have been deleted, in view of the fact that \$92 million of ship-construction funds, available from 1957 and prior years, will permit the construction of 17 new vessels in 1958.

If the Senator from Delaware will also refer to pages 390 and 391 of the House hearings, he will find the same subject matter dealt with there. Congressman SHELLEY and Mr. Morse, in testifying, made it very clear that as of the date of their testimony—which I believe was in March—\$92 million was available, and that it was to be used in the construction of the 17 ships, which were planned for construction in 1958, and that the construction of the 17 ships could go forward by means of use of the \$92 million. For that reason, the committee then decided to delete all the budget request for this particular field, except \$3 million, which was for specific purposes, as outlined in the committee's report.

In reviewing that matter, the Senate committee felt that that action was sound; and that although sometimes there may be justification for having a pipeline full, so that those concerned will know what they can spend from accumulated funds, in connection with planning already underway, this was one occasion when, under existing conditions, we thoroughly approved the philosophy of the House of Representatives in voting to reduce the appropriation to \$3 million.

There has not been any effort to misinform anyone regarding the facts of this matter. The facts are that on that date, \$92 million was available. As of the present time, that amount has been reduced somewhat, although I do not have available at the moment the exact amount as of today. The \$92 million was adequate for proceeding with construction of the 17 ships. We did not wish to interfere with that; those in charge of the operation are ready to proceed. So we simply voted to delete the budget request, except for the \$3 million.

I do not think the distinguished Senator from Delaware could possibly wish to delete that fund, inasmuch as it relates to the construction of ships already planned and now ready to be constructed, and inasmuch as such a deletion would mean that a program already covered by congressional authority in past years would be ended before it could be begun. Furthermore, that program is important in terms of national defense: it provides for the incorporation into these 17 ships, as they are being constructed, of the features—whether they be speed or equipment or arrangements of space—which will make them available at once in the event of national emergency, to be used for the national defense. Certainly the Senator from Delaware would not wish to disturb that \$92 million, would he?

Mr. WILLIAMS. Mr. President, I think the Senator from Florida is correct in taking the position that additional funds should not now be appropriated for this agency.

The point is that we are talking about cutting the budget, and the American people want to have it cut. In that connection, I think the true facts should be shown. The test as to whether it will be possible for us to cut taxes will be the actual expenditures of funds for which the Congress provides.

And so far as spending authority is concerned, the bill as reported to the Senate by the committee carries additional spending authority of \$613 million. In addition to that, \$65 million represents a transfer from funds previously appropriated to the War Shipping Administration to the Maritime Commission under the Department of Commerce. This is for payment of operational subsidies of the merchant marine, thus bringing the total up to \$678 million. The \$65 million is extra spending authority, and is not a saving to the American taxpayers.

In addition, another \$92 million will be available from previously appropriated funds for payments of ship construction differential subsidies. The Senator from Florida will admit, I am sure, that unless the \$3 million item and the language included in the bill are enacted, the Maritime Administration will not have authority to spend either the \$3 million or the \$92 million.

So, Mr. President, if the bill as reported by the Senate committee is enacted into law, the Commerce Department will have a total of \$770 million spending authority for the fiscal year

1958, rather than the \$613 million to which reference has been made. Spending is not being cut below last year's level, but is actually being increased.

Also, in comparing the amount with the appropriation for last year, let me point out that I notice the committee report contains a reference to last year's appropriation as being \$768,553,136, but that item included two supplemental bills totaling \$80,600,000. If we delete these, as we should if we wish to make an actual comparison and use the total amount in the bill which was passed last year, we find that last year's bill provided only \$688 million, against the pending bill of \$770 million. Actually, the bill as reported by the Senate committee provides for an increase in the amount of \$82 million over and above the appropriations made for this agency last year. Instead of a decrease, we are actually increasing expenditures for this agency.

Mr. HOLLAND. Of course, the figures used by the Senator from Delaware are correct; but I am sure the Senator is not questioning the fact that the bill as reported by the Senate committee reduces by \$257 million the appropriations requested by the Budget, and that only \$65 million might by the remotest stretch of the imagination be characterized as apparent, rather than real.

As a matter of fact, that is \$192 million below the spending authority of the budget, and \$257 million below the appropriations requested by the Budget Bureau.

I believe the Senator has already been gracious enough to say earlier in the debate that he approved of at least two things the committee has done. First, he approved of requiring the agency to use the \$65 million in the liquidation fund of the War Shipping Administration fund. It was in one of their pockets, and we insisted on their putting it into their other pocket and using it. Secondly, I understand the Senator approves of the committee's cutting the request for \$94.5 million down to \$3 million. There have been no such cuts in bills reported in this field since the Senator from Florida has been a Member of the Senate.

Even though the Senator from Florida knows of the desire of the Senator from Delaware to cut expenditures, he also knows of his sense of fairness, and hopes the Senator from Delaware will admit that similar proposed cuts in bills have not previously been made in this session or any other session of Congress since he and I have been Members of this body.

Mr. WILLIAMS. I agree with the Senator that this represents a cut in the budgetary request. To that extent I compliment him and his committee.

Mr. HOLLAND. We appreciate that.

Mr. WILLIAMS. I think it is a step in the right direction. But I point out the appropriations on which we are passing would allow more to be spent next year than was spent this year. I do not think it is quite right to let the statement be made that we are saving the American taxpayers \$97 million on con-

struction subsidies in the merchant marine next year when in reality we are providing means whereby in that particular field the agency can spend more money than it has spent for the same programs in any of the preceding 4 years.

While I think the Senate committee should be congratulated for bringing this particular agency more in line, in order that we may see how far out of line it has been on previous requests, I should like to read the record of the past 3 or 4 years.

In fiscal 1954 it had left over an unexpended balance for payment of construction subsidies of \$65 million. There was appropriated \$82,600,000, bringing the total amount available to the agency at the beginning of the 1955 fiscal year of \$147,600,000.

In 1955, the agency spent about \$70,500,000, leaving \$78,992,000 left over at the end of that year. The next year the agency got another appropriation of \$86,450,000, bringing the total available at the beginning of 1956 to \$155 million.

The agency spent \$86 million in fiscal 1956. It had \$79 million left over at the end of that year.

During fiscal 1957, Congress appropriated \$82,700,000. The agency asked for a supplemental appropriation of \$18 million, bringing the total up to \$100 million, which it received in fiscal 1957, bringing the total \$179 million available to the Department.

According to the testimony, the agency spent \$87 million last year, leaving \$92 million to begin operations next year.

This year the agency asked for another \$114 million. I might say that, so far as this agency is concerned, it has not been backward in its requests. The committee wisely reduced the request to \$3 million.

Personally, I think the committee should have deleted it entirely, because the agency has more money than it needs. I have not heard anybody criticize them for being too restrictive in their payments in this particular field. On the contrary, the Comptroller General has been rather critical several times of the freedom with which the agency disburses its money.

Notwithstanding the facts I have stated and notwithstanding all the progress which has been made by the committee, there is still in this particular item \$95 million available for the agency beginning fiscal 1958, which is more money than it has spent in any of the 4 preceding years.

I think that point should be made very clear in the minds of the taxpayers. So far as the bill is concerned, the agency can still spend more money next year than it spent last year or any preceding year.

It is my contention that all unexpended balances left over in any fiscal year should revert to the Treasury, and it is indefensible that this agency has so recklessly sought appropriations far in excess of its needs. I am glad that some progress is being made here today to shed light on its operations and check this policy.

Mr. HOLLAND. I appreciate the attitude of the distinguished Senator. I

think he has brought out a very useful bit of knowledge, which is that last year the appropriation and balances, as he has mentioned, was \$179 million. Under the action recommended by the committee, the amount will be \$92 million.

The Senator's figures also showed that \$155 million was the total amount on hand for use for this purpose in 1956, and \$146 million-plus the year before.

The net result of the committee's recommendation is to make \$92 million available now, as contrasted with sums of \$50 million more than that in the years back to the time of the war.

I should like to make one further statement for the RECORD. If the Senator will look at page 7 of the House report, he will see that the \$3 million which was granted by the House committee—and that action was approved by the Senate committee—is not for shipbuilding, but is earmarked for specific purposes. I read from the report:

The amount approved includes \$1,250,000 for acquisition of replaced ships and \$1,750,000 for research and development.

In other words, this must not be confused with the ship-construction item, which remains \$92 million, or that portion under existing appropriations available for ship construction.

Mr. WILLIAMS. I agree that technically the Senator is correct, and I think we both agree on the point I made previously, namely, that if we struck out the amendment, the agency could not spend the \$92 million. So we are, in effect, continuing the authority for the agency to spend the \$92 million.

I am not going to oppose the committee action with respect to the \$3 million. I think we would be wiser not to allow the \$3 million at all, but I think the committee has made such a great step forward in requiring the agency to use up old appropriations before authorizing new ones that I am going to go along with the committee.

However, I am reminded that in preceding years when I opposed such appropriations, I was told that the agency could not stand a cut, and that we would disrupt the whole American merchant marine, and that everything would collapse if amendments cutting these appropriations were adopted. We now find that the agency had a reserve of millions while they were pleading bankruptcy to the Congress. Had we had at that time the figures which are now available, I think I can safely say that some of these appropriations would have been cut out entirely a year or two ago. It is utterly inconceivable that Congress should be asked to appropriate \$102 million for an agency that has more money on hand—unexpended funds—than it can intelligently use for the next 12-month period. The agency does not need a dime.

I think the agency should be criticized even for asking for more money under such circumstances. The record should be made clear that what the Senate is doing should not be considered merely a token action, but should serve as a warning that this is what is going to happen next year and the years thereafter. Let us consider passing a law rescinding all

unexpended appropriations at the end of each fiscal year.

Mr. HOLLAND. Mr. President, I should like to say, briefly, that I think the Senate and the whole country are indebted to the Senator from Delaware for having continued his efforts to effect economy. So far as the Senator from Florida is concerned, sometimes he has agreed with the Senator from Delaware and sometimes he has not, but he feels now that the Senator from Delaware ought to have a very great sense of satisfaction at the action taken by our committee this year. I think the fact that we have provided only funds sufficient to build 17 ships, now contemplated to be built in 1958, and have allowed only \$3 million for necessary objectives, and earmarked those objectives, should commend this bill to the Senator from Delaware and to everyone else, and I am sure that has been the result.

I say again, in concluding my presentation of this matter, that I am happy to state as a fact that the bill we have reported accomplishes the maximum reduction ever accomplished by any bill in this field in the 11 years the Senator from Florida has been a Member of the Senate, and he is happy that is the case.

Mr. President, there are several language changes which I am willing to discuss, if any Senator wishes to have me refer to them, but I shall not do so if it will merely weary the Senate.

Mr. O'MAHONEY. Mr. President, will the Senator yield?

The PRESIDING OFFICER (Mr. THURMOND in the chair). Does the Senator from Florida yield to the Senator from Wyoming?

Mr. HOLLAND. I yield to the Senator from Wyoming.

Mr. O'MAHONEY. I thank the Senator from Florida for his graciousness. The confidence this body reposes in the Senator from Florida in handling the very technical and complex measure he has in charge I think is well attested to by what has been said by those who have participated in the discussion with him, and also by the attendance in the Chamber. The entire Senate knows that the Senator from Florida is not only a diligent and sincere Member of this body, but an extraordinarily able one, and one who understands figures. I am proud, for one, to join in complimenting him on the record he has made in making the largest reduction in 11 years in the appropriation bill.

Mr. HOLLAND. Mr. President, I certainly appreciate those gracious words. Even if I entertain a little apprehension about what is to come, I yield further to the Senator from Wyoming.

Mr. O'MAHONEY. I may say to the Senator from Florida that I served on the Appropriations Committee for many years, and I know the burden which is borne by the chairmen of the various subcommittees.

I was about to remark that another evidence of the confidence of the Senate in what the Senator from Florida has done is that, so far as I know, there are no amendments printed to be offered to

the bill. No Senator has signified any intention to offer an amendment.

I wish to invite the attention of the Senator and of the Senate, and of those who read the RECORD, to the appropriation for the Bureau of the Census. This is a comparatively minor activity in the Department of Commerce, but it is one of the most important.

INDUSTRIAL CENSUS

Last year, and the year before, I invited the attention of the Senator from Florida to the fact that the Committee on the Judiciary of the Senate was conducting an investigation of the concentration of economic power, and I suggested the census of manufactures was very essential to bring about the development of information from which logical and sound conclusions could be drawn. We engaged in a colloquy on the floor, which resulted in bringing about such a spirit of cooperation between the Senate committee and the Bureau of the Census that highly desirable results were obtained.

I observe that for the census of business, manufactures, and mineral industries the budget estimate is \$1,845,000. That amount represents a large increase over the appropriation for 1957, which was only \$150,000, but the increase in this general appropriation has been due to the fact that there have been some extraordinary revelations with respect to the concentration of business.

CONCENTRATION OF DEFENSE WORK

The Department of Defense on the 10th of April 1957, released a statement as to "100 companies and affiliates listed according to net value of military prime contract awards." There is a striking conclusion which one draws from the release, that one-third of all the defense contracts awarded by the Department of Defense in the past 6 years have been garnered by 10 companies, and the percentage is steadily rising.

For the 6 years from July 1950 to June 1956, the 10 companies doing the most business with the Department of Defense—which is, in these years of the cold war, the Government's largest purchasing agent—were given 31.5 percent of all defense contracts. The leading 10 companies in the 18 months which ended last December 31 received 36 percent. That is an increase of 4½ percent in 18 months.

The 100 companies which received the largest amount in 6 years were awarded 63 percent of all the contracts let by the Department of Defense.

I should like to read from the release of the Department of Defense:

It is emphasized that only a part of these prime contract funds are retained by the prime contractors for work in their own plants. This is shown by reports, recently submitted by 163 large military prime contractors, on their total receipts from military prime contracts and subcontracts, and their payments to their large and small first-tier subcontractors.

The term "first tier," by the way, is rather interesting, because there are tiers upon tiers of subcontractors.

Of the 163 reporting companies, 74 are among the 100 parent companies and 207 affiliated companies which make up the list of

100 for the 1½-year period from January 1955 through June 1956. The 74 companies account for 81.8 percent of the total value awarded to all companies on the 100-company list for that period. The 74 companies reported that 56.9 percent of their total receipts for military work were paid out to other firms for subcontract work, in the 6-month period ending December 31, 1956.

Now, turning to the list, we find that for the period July 1, 1950, to June 30, 1956, the total amount of the contracts awarded by the Department of Defense was \$140,358,800,000, and of this more than \$140 billion, there were awarded to the 100 companies and their subsidiaries \$88,369,600,000 worth of contracts.

The highest awards were made to General Motors Corp. and its two subsidiaries, Ethyl Corp. and Frigidaire Sales Corp. The awards to this one group were \$6,965,000,000.

The next highest was the Boeing Airplane Co., with \$6,175,700,000.

I shall not fill the RECORD with these figures, but it is only necessary to call attention to the figures to see what is happening.

INCREASING MERGERS

One of the contributing factors to the increase is the number of mergers, which are taking place so rapidly. The total number of firms represented in the accumulated list, including parent companies, wholly owned subsidiaries, and partially owned subsidiaries, has increased from 240 to 1953 to 307 in 1956. According to the Defense Department's own study, this is an incomplete count, because "many former affiliates have now become divisions of the parent companies, and therefore are no longer counted as separate companies."

Defense contracts do descend to smaller companies. The largest companies are prime contractors. They subcontract much of their work. Seventy-four of the 100 companies report that they subcontract 56.9 percent of the total amount of contracts. It is undoubtedly true that in the interest of efficiency and economy the Department of Defense must deal with prime contractors.

INDUSTRIAL FEUDALISM

Irrespective of that, the end result is industrial feudalism. There is a very close analogy between the present industrial practice and the old feudal practice of subinfeudation, that is to say, one man holding land from another, but in turn subcontracting it out to a third. Considering that our ancestors came to the New World to escape landed feudalism, it is ironic that this generation faces the prospect of industrial feudalism.

One of the studies for which the Bureau of the Budget approved the application of the Bureau of the Census in the Department of Commerce had to do with the transportation census. The transportation census is a part of the census of manufacturing, mining, business, and transportation. The request for the transportation census was \$300,000. It was eliminated by the House.

Another item for which the Bureau of the Budget approved the request of the Bureau of the Census was \$100,000 for the County Business Patterns. A census of business in the counties of the United

States is essential if we are to understand why it is that small business is failing and large business is growing.

A striking fact is revealed by the reports of receipts of the 5 wealthiest States in the United States in 1955, as compared with the 5 largest corporations. The five wealthiest States in the United States are New York, Ohio, Pennsylvania, California, and Texas. The total receipts of those five States from all sources—taxes and revenues of all kinds—amounted, as I recall, to \$5,669,000,000.

RICHEST COMPANIES

The five richest companies in the United States are General Motors, Standard Oil of New Jersey, the American Telephone & Telegraph Co., the Ford Co., and the United States Steel Corp. Few people realize that the receipts of those 5 companies amount to \$31,600,000,000, or more than 5½ times as much as the receipts of the 5 wealthiest States.

If we want to know why there is concentration in government; if we want to know why there is concentration in business, we must have these figures. We must have this census. The Bureau of the Census will undertake in 1958 preparatory work for economic censuses.

A complete census is scheduled to be made in 1959, covering the year 1958 in the fields of manufacturing, mining, business, and transportation. It is important that the Bureau of the Census should not be handicapped in doing this work. Of course, we shall have the decennial census shortly, and much work must be done in that connection.

HOUSE REDUCTION

The figures in the report show, on page 7, that the House cut \$845,000 from this request of the Bureau of the Census, leaving a recommendation of \$1 million. The Senate committee accepted the recommendation of the House. It made no addition and no reduction below the House figure, but the report which is submitted is \$845,000 below the budget recommendation.

When one considers that the total reduction in the Census Bureau figure made by the bill as reported is \$2,348,200, and the total reduction in the entire bill is \$257,928,710, as shown on page 11, it is obvious that a restoration of at least a portion of the cut made by the House, on the basis of the facts, which I have related here this afternoon, might well appeal to the conference if it appealed to the Senator from Florida. That is a sort of question.

Mr. HOLLAND. I thought I detected the question mark. I am bound to say that this subject was seriously considered by our committee. The distinguished Senator from Wyoming will find that a sizable portion of our quite large printed hearings was utilized in hearing the Census Bureau, notwithstanding the fact that the Secretary of Commerce made no request for any restoration in any item for the Census Bureau.

Notwithstanding that fact, and notwithstanding the fact that it was a little irregular for us to do so, we bored rather deeply into the requests of the Census

Bureau, and, for that matter, most of the other agencies with respect to which there was no request for restoration. The committee did not feel that the judgment of the Secretary of Commerce, important as it was, should necessarily be final and stand as the judgment of the committee. The Senator has already noted that in several instances the committee recommends restorations not requested by the distinguished Secretary of Commerce. In this instance, not only was there no request for a restoration, but the Senator will note that there was an appreciable increase over the appropriation for 1957.

Mr. O'MAHONEY. I have already noted it and commented on it.

Mr. HOLLAND. For instance, for salaries and expenses, the item last year was \$7,475,000. We increased that item to \$7,881,800, or an increase of \$406,800.

In the case the Senator has been dealing with so ably, the 1958 census for business, transportation, manufactures, and mineral industries, we increased last year's appropriation of \$150,000, when, frankly, this census was just getting underway, to \$1 million.

Mr. O'MAHONEY. That is my point. It was just getting underway. The House cut the budget estimate by \$845,000, and the Senate committee allowed the item to remain as the House had left it.

Mr. HOLLAND. To return to my recital of the step-up from \$150,000 in 1957 to \$1 million for 1958—

Mr. O'MAHONEY. That was because we were approaching the decennial census.

Mr. HOLLAND. No. The step-up for the approaching decennial census is in another item, which did not appear last year.

Mr. O'MAHONEY. What I mean to say to the Senator from Florida is that the other censuses which I have mentioned are very basic to the decennial census.

Mr. HOLLAND. Undoubtedly they have an impact on the decennial census. The committee approved an appropriation of \$3,250,000 for the 18th decennial census. There was no appropriation for that item last year. We omitted two nonrecurring items. They deal with the census of governments and the national housing inventory. They total \$2,750,000.

We stepped up the requests, overall, by \$1,756,800. We had in mind, first, the fact that there was no request for restoration and, second, that the House committee had made it very plain in its report that they wanted the suggested census for transportation to be omitted entirely, and that involved an appreciable amount. Having those two facts in mind, the committee felt that we should leave the House action as it was on this particular item. We did step up the Census Bureau appropriation by \$1,756,800. We felt that it was rather clear evidence of our appreciation of the great importance of the Census Bureau and of the functions it performs.

Frankly, the Senator from Florida was unhappy about the the reduction of the appropriation for the Eighteenth Decen-

nial Census. A large part of it was for a new Univac, and equipment of that kind. We were assured, after going into the matter, that orders could be placed and the material obtained without a restoration in that particular field.

Therefore I will say to the distinguished Senator from Wyoming that I hope he will not offer an amendment. If a good cause can be made for a supplemental request, the Senator from Florida certainly will not be adamant in advance, but will be reasonable. He always tries to be reasonable. Some very fine devoted public servants conduct the business of the Census Bureau. They are career people, if we have any in our Government.

Mr. O'MAHONEY. That is correct.

Mr. HOLLAND. The Senator from Florida understands completely that good results flowed from the underlying arrangements effected last year by the distinguished Senator from Wyoming with the Bureau of the Census and with our committee in connection with the bill which came from his subcommittee of the Committee on the Judiciary. We are always willing to cooperate.

Not being asked to restore the amount and not finding any emergency, and remembering the adamant opposition that we ran into from the other House on the question of restoring the transportation census, the committee felt that it was treating this agency with comparative generosity in stepping up from last year's appropriations of \$10,375,000 to this bill's appropriation of \$12,131,800.

Mr. O'MAHONEY. As I said in the beginning, the Senator from Florida is most persuasive and eloquent. However, I believe he is overlooking a few items which are worthy of some consideration. I had not intended to quote from the editorial which appeared in the Journal of Commerce of Wednesday, May 1, 1957. However, the argument of the Senator that there was no appeal, forces me to do so. The editorial is entitled "Axing the Census Bureau." It reads, in part, as follows:

As chairman of a Senate Subcommittee on Appropriations considering the Commerce Department's budget for the next fiscal year, Senator SPESARD HOLLAND was quick to note on Monday that there was something unusual about the appearance of Assistant Commerce Secretary George Moore with the warning that projected cuts in the Census Bureau's budget will create long delays in reporting monthly foreign trade figures.

It is, of course, not unusual for the Chief of a Government bureau to protest a proposed slash in his budget. But it was a little out of the ordinary, as Senator HOLLAND noted, for an Assistant Secretary to warn Congress of the injurious results certain to follow a cut in which his chief, Secretary Sinclair Weeks, had previously acquiesced.

I admit that was amusing. However, it proves, I think, by the Senator's own notation at the time, that there is nothing surprising about the fact that the Bureau had not asked for a restoration.

The Senator will remember that I met him in the lobby one day when I was hurrying to a meeting of the Judiciary Committee. I asked him when the hearings would be held by his subcommittee on the Commerce Department appro-

priations with respect to the Bureau of the Census. He said, "I am sorry, but we have completed the hearings. We are marking up the bill this morning."

I said, "Well, possibly if I appeared with a letter, you might file the letter."

The Senator nodded rather affably. Unfortunately my work in other fields, on the Committee on Interior and Insular Affairs and the Committee on the Judiciary, made it impossible for me to appear. I would have asked for the increase, and I am asking for it now, not because I represent the Department of Commerce, but because I am a member of one of the principal committees of the Senate, the Committee on the Judiciary, which is carrying on a very vital study of the concentration of economic power.

CONFERENCE RESTORAL

My request to the Senator from Florida is simply this. I shall not offer an amendment. It would be futile to do so. I think this case is worthy of consideration in the conference committee of the two Houses. Will not the Senator consent—I plead with him, I beg him, I ask for an exercise of his judicial temperament, and I solicit his kindly feeling—to make a motion himself to add \$100,000 or \$200,000 or \$150,000 to the appropriation for the Census Bureau, and see what develops in the conference committee?

I shall be very happy to appear before the conference committee and argue for such an increase. Will not the Senator consent?

Mr. HOLLAND. The Senator from Florida appreciates the interest of the Senator from Wyoming, and he dislikes to deny any request, whether small or great.

But the Senator from Florida is trying to hold the bill intact. He is trying to keep faith with the members of the subcommittee who have worked arduously and cooperatively in preparing the bill, and with the other members of the full committee. He would not feel that, simply because of his affection and respect for the distinguished Senator from Wyoming, it would be at all in keeping with the fulfillment of his responsibility to himself to accept an amendment the subcommittee and the full committee had declined to make.

Having heard the distinguished Senator from Wyoming, under similarly responsible situations, react in somewhat the same way when he was being catechized by friends when he was handling appropriation bills, I am certain he will at least understand and sympathize with the position of the Senator from Florida.

Mr. O'MAHONEY. The Senator from Florida is very disarming. He leaves me without my blade or without my six-shooter. But I do have some facts, and the facts which I have presented upon the floor today were not presented to the committee. They were not presented because the Secretary of Commerce was cutting his President's budget. There was no discussion of the vital need of a proper census, if we are ever to learn, for legislative purposes, what makes the giant corporations become giants, what causes them to become monopolistic in

their concentration, and what drives small business in every State of the Union into the desperate status in which it now is.

PLEA FOR RESTORAL

I plead with the Senator from Florida to add \$250,000 for this vital enumeration.

Mr. HOLLAND. The Senator from Wyoming is so appealing that it really hurts me not to go along with his request, but I could not do it because of the responsibility which I have to other members of the subcommittee and the full committee.

I will say that the Senator from Wyoming has made a persuasive case, and I hope he will make it if and when a supplemental bill comes before the Senate. I assure him of a special invitation to appear before our committee.

I, too, was a little nonplused when the Secretary of Commerce restrained himself so fully when he made the requests for restoration. I expressed that feeling in the hearings. Yet in these troubled times I cannot fall out very heavily with anyone who has decided that economy is the order of the day. Although there has been some difference of opinion in the administration, it is not the first time there has been such a situation. The Senator from Florida, in spite of the fact that he planned at one time to make some rather acid comments about this particular situation, decided it was better not to do so. Instead, he left these omitted items for such showing as can be made, if it should be made, in a supplemental request.

Mr. O'MAHONEY. I am certain the Senator from Florida realizes that economy in this matter is undercutting the economics of the Nation.

However, the Senator from Florida has been gracious enough to say that he will welcome the Senator from Wyoming and other members of the Committee on the Judiciary with open arms if a supplemental bill is offered. I have no doubt, when I note the bills that continue to come from the House, that there will be supplemental bills and deficiency bills, so I shall take full advantage of the Senator's kind offer.

Mr. HOLLAND. I thank the Senator from Wyoming. We will gladly subject ourselves to assault by the golden talk and the sharp sword—and I believe he mentioned a six-shooter, too—carried so ably by the Senator from Wyoming, because we know that, even though effective, he is always generous and gracious.

Mr. JOHNSTON of South Carolina. Mr. President, will the Senator from Florida yield?

Mr. HOLLAND. I yield.

Mr. JOHNSTON of South Carolina. I call the Senator's attention to an item on page 24 of the bill, headed "General Provisions—The Panama Canal." The reason I do so is that this provision was placed in the bill by the House, and we in the Senate cannot raise a question, so far as its being out of order is concerned. But I do not think it is correct each year to include in appropriation bills matters which are covered by general legislation. I believe it will be found that most of the matter to which I am referring, or

practically all of it, if not all, is upon the statute books at present. There is no necessity for its being included in an appropriation bill year after year.

To show, too, how confusing it is, this problem is right now being considered by my committee, the Committee on Post Office and Civil Service, which handles questions of this kind. I have sent a member of my staff to the Panama Canal Zone to make an investigation concerning the matter. I did so at the request of the State Department and at the request of the Ambassador from the United States to Panama. After I had talked with the Ambassador, he requested that I take the action I did. I also had the Ambassador from Panama to the United States visit with me and talk over the matter. He asked that I send someone there to investigate the very matter which is being dealt with in the appropriation bill.

I fear that the people of the Panama Canal Zone and the Panamanians themselves might misjudge us when they learn that we are legislating on this particular item, because they will think that Congress is putting its approval on this proposal at this particular time.

It was for that reason that I wanted to call the Senator's attention to the item. I hope the Appropriations Committees of the Senate and the House will examine into the matter, because if legislation is already on the statute books, it is not necessary to include it in an appropriation bill; it should be left out.

Mr. HOLLAND. I think I concur with the distinguished Senator from South Carolina. I am only sorry that his request reached us after the bill had been marked up by the subcommittee and the full committee. That was due to no fault on the part of the Senator. His letter was dated May 15. I immediately communicated with him to tell him that the bill was already marked up and had been reported to the Senate.

Upon checking, however, I find that something of this sort has been carried in each bill for a good many years, and that the utmost effect of this provision would be to operate through fiscal 1958, unless it is modified or repealed by the substantive legislation which the Senator's committee is now considering and which has, of course, complete jurisdiction to handle it. Therefore, I appreciate his restraint in not offering an amendment. I explained to the Senator that if we had known of the situation earlier the committee would have been glad to hear him.

Mr. JOHNSTON of South Carolina. I hold in my hand a letter from the honorable W. E. Potter, Governor of the Canal Zone. The portion dealing with this particular matter reads as follows:

Let me assure you that your farsightedness in sending Mr. Faucette to the Canal Zone is welcomed by everyone here. I am sure that the report he gives you will be of great assistance in showing you the very serious problem that we have.

This shows that some action needs to be taken in this field. The only reason I make these remarks is to let the residents of the Canal Zone and the Pana-

manians know that we are not closing the door and that, based upon the information we obtain, we shall act in accordance with the best interests of those concerned.

Mr. HOLLAND. I appreciate the comment by the distinguished chairman of the appropriate legislative committee to handle this type of proposed legislation. He is exactly correct in his statement that we are not taking unusual action at this particular time, but are simply continuing the practice which, whether rightly or wrongly, has been followed in the appropriation bills for some time past. We will gladly yield to his legislative committee as it considers the substantive legislation proposed.

Mr. CASE of South Dakota. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield.

Mr. CASE of South Dakota. I wish to express a word of admiration for the committee with respect to two items. One concerns the restoration of the portion of the budget estimate for the Advisory Committee on Weather Control. The other concerns the restoration of certain items for the Weather Bureau.

Some legislative hearings on the work of the Advisory Committee on Weather Control have recently been completed, following which one of the outstanding meteorologists of the country said to me that he believed the work of that committee, in time to come, would be rated as more basic and more far reaching, even, than the work of the Atomic Energy Commission. Therefore, I am glad to see that the subcommittee, headed by the able Senator from Florida provided funds to complete the report of the Advisory Committee on Weather Control.

The other item relates to the restoration of \$772,000 for the Weather Bureau. That item, I think, is equally well justified. I especially commend the committee for specifying that \$400,000 of that amount shall be used for the high speed electronic computer for meteorological research. My slight acquaintance with that field indicates that the use of the electronic computer will make it possible for the Weather Bureau to have complex data fed into the machine and then to receive, in a relatively few minutes' time, results which, under other methods, could be obtained only after weeks or months of work. I think this is a highly desirable item and that highly desirable returns and great benefits will flow to the country and its various activities as a result of this agency's work.

Mr. HOLLAND. Mr. President, speaking for both myself and the committee, let me say that I certainly appreciate the kind comment of the Senator from South Dakota. It is a fact that the computer is badly needed. This agency already has one; but the expanded activities of the Weather Bureau and the much greater number of observations and amount of data now available to the Weather Bureau, as compared with those previously available, make it necessary for the Weather Bureau to have access to another computer. By using the additional computer, the Weather Bureau will be able to reflect into helpful reports

which will be available promptly, from time to time, the conclusions to be drawn from such data and observations, whereas otherwise the delay in making the reports available would be so great as to render them of little value.

Mr. President, a distinguished citizen of Massachusetts wrote to the editor of the New York Times a letter regarding funds for the Weather Bureau. Since the matter is of some importance I ask unanimous consent that the letter be printed at this point in the RECORD as a part of my remarks.

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

[From the New York Times of May 1, 1957]

FUNDS FOR WEATHER BUREAU—HOPE EXPRESSED THAT SENATE WILL RESTORE CUTS IN BUDGET

TO THE EDITOR OF THE NEW YORK TIMES:

Do we really want our weather service cut back so that we can be spared paying 2 cents more per capita in taxes? The Weather Bureau asked for 24 cents, the House voted 22 cents, and the Senate Subcommittee on the Department of Commerce Budget, Senator SPESSARD L. HOLLAND, chairman, will begin hearings on whether or not to sustain the House's cuts.

In 1956, 175 million calls were recorded by telephone companies in the 11 cities where the Weather Bureau's latest hourly weather observation and forecast is automatically available. At an average of perhaps 7 cents a call, the cost must have been about \$12 million, and from this the Federal Government probably received \$1,500,000 in taxes.

Two years ago it became evident to the public that the appropriations for the Weather Bureau were far below what they should be for the forecasting service, particularly regarding severe storms. Accordingly, Congress added materially to the amounts the Bureau had been allowed to request by the Department of Commerce and the Bureau of the Budget. These additions were still considerably short of what the Bureau could use effectively.

PROTECTIVE MEASURES

The reporting network is still inadequate, especially for upper air reports from the great blank areas of the western Atlantic and eastern Pacific Oceans. Research needs more support. Increased service for the safety of aviation, for warning against flash floods, and for agriculture are also sorely needed. Such further increases would be protective measures, the returns from which could be expected to improve the national economy far more than the cost, even to the point that increased receipts from taxes would more than cover the costs.

The Weather Bureau's budget, totaling \$40,500,000 for fiscal year 1958, as presented to Congress, had already been cut back \$958,500 in general weather services, research, and administration from what Congress had voted a year ago for the current fiscal year. Of the \$2,952,000 voted for research, \$607,300 had to be used for general salaries and administration when the Civil Service Commission last July ordered a substantial increase in salaries. To meet the higher salaries this coming year, another \$351,200 was cut from the Bureau's regular program.

On the other hand, the budget calls for six special appropriations totaling \$5,127,000. One is for \$1,381,300 on account of the mandatory new requirement that each bureau must be charged for the retirement fund deposits for its own personnel. Another, almost equally mandatory, is for \$1,097,900 to operate the 430 major units of new equipment obtained with special appropriations totaling \$10 million for modernization dur-

ing the last 2 years. An additional \$1,200,000 is asked for a continuation of the modernization over the next 3 years; \$2,500,000 was appropriated for such a year ago, and \$7,500,000 the year before.

There are three new items: increased service to aviation, \$1,022,000; increased tempo in forecasting research, with the aid of a larger, faster computing machine, \$400,000; and related additional administrative expense, \$25,800.

CUTS MADE

The House cut \$300,000 from the mandatory retirement fund request, which is the same as adding another \$300,000 to the budgeted \$958,500 cut in general weather service, research and administration. The House knocked \$97,900 off the requirement for the operation of new storm warning and other facilities, which amounts to discarding about 40 major units of brand-new safety equipment, worth about \$1 million.

The request for new facilities was cut \$600,000, thereby postponing end-of-runway equipment for many airports where such equipment is much needed and postponing the replacement of decrepit and leaky buildings at 2 of the 4 Pacific stations in bad shape.

The request for \$400,000 for stepped-up research in day-to-day and longer range numerical forecasting on dynamic principles, a joint project of the Weather Bureau, Air Weather Service and Navy, was denied by the House. So also was \$1,022,000 for the increased aviation weather service now required by high speed, flying jet planes, new international air routes from the Middle and Far West over the polar regions to Europe, and greater safety in flight by giving pilots continuous information about the weather.

It has been a few weeks since the House voted these cuts of about \$2,500,000 on top of an already budgeted reduction of nearly \$1 million, and it has been possible in that time to assess what the effects would really be if the Senate does not restore them and get the House to agree.

CHARLES F. BROOKS,

Professor of Meteorology and Director Blue Hill Meteorological Observatory, Harvard University.

MILTON, Mass., April 27, 1957.

Mr. HOLLAND. Mr. President, I have now concluded, unless there are other questions to be asked.

Mr. President, if there are no further questions to be asked, I now ask unanimous consent that the bill be read for amendment; that the committee amendments be first considered; and that they be considered en bloc and be agreed to en bloc—unless there is objection. Let me state that if there is objection, I am perfectly willing to have the committee amendments taken up and acted on separately.

The PRESIDING OFFICER (Mr. CLARK in the chair). Is there objection?

Without objection, the committee amendments will be considered en bloc.

The question is on agreeing en bloc to the amendments of the committee.

The amendments were agreed to en bloc, as follows:

Under the heading "Title I—Department of Commerce—Civil Aeronautics Administration", on page 3, line 21, after the word "exceed", to strike out "forty" and insert "forty-nine"; in line 22, after the word "exceeding", to strike out "\$600,000" and insert "\$750,000"; at the beginning of line 24, to strike out "ninety-two" and insert "one hundred"; and, on page 4, line 2, after the word "snowshoes", to strike out "\$177,747,800" and insert "190,201,000."

On page 4, line 19, after the word "appropriation", to strike out "\$116,561,860" and insert "\$132,645,190."

On page 4, line 24, after the word "contracts", to strike out "\$30,000,000" and insert "\$25,000,000."

On page 6, line 1, after the word "exceed", to strike out "\$192,000" and insert "\$255,000."

Under the subhead "Business and Defense Services Administration", on page 7, line 11, to strike out "\$3,515,000" and insert "\$5,682,000."

Under the subhead "Office of Area Development", on page 7, line 14, after the word "Development", to strike out "\$395,000" and insert "\$200,000."

Under the subhead "Bureau of Foreign Commerce", on page 7, line 18, after the word "reports", to strike out "\$2,261,500" and insert "\$2,445,000."

Under the subhead "Maritime Activities", on page 8, line 14, after the word "expended", to insert a colon and "Provided, That transfers may be made to the appropriation for the current fiscal year for 'Salaries and expenses' for administrative and warehouse expenses (not to exceed \$1,700,000) and for reserve fleet expenses (not to exceed \$500,000), and any such transfers shall be without regard to the limitations under that appropriation on the amounts available for such expenses."

On page 9, line 1, after the word "Commission", to strike out "\$100,000,000" and insert "\$35,000,000, and in addition, \$65,000,000 to be derived by transfer from the appropriation 'War Shipping Administration Liquidation, Treasury Department.'"

On page 12, line 4, after the numerals "1946", to insert a colon and "Provided, That the unexpended balance of such appropriation to the Secretary of the Treasury less the amount of \$10,000,000 continued available and less the amount of \$65,000,000 transferred to the appropriation 'Operating-differential subsidies,' by this act, is hereby rescinded, the amount of such unexpended balance to be carried to the Surplus Fund and covered into the Treasury immediately upon the approval of this act."

Under the subhead "Bureau of Public Roads", on page 16, at the beginning of line 20, to strike out "\$25,000,000" and insert "\$23,000,000"; and in line 22, after the word "and," to strike out "\$8,750,000" and insert "\$6,750,000."

On page 18, line 25, after "(5 U. S. C. 55a)," to insert "in an amount not exceeding \$10,000"; and on page 19, line 2, after the word "of" to strike out "\$50" and insert "\$100."

Under the subhead "National Bureau of Standards", on page 19, at the beginning of line 11, to strike out "\$8,908,500" and insert "\$9,948,000."

Under the subhead "Weather Bureau," on page 20, line 12, after the word "law," to strike out "\$37,480,100" and insert "\$38,252,200."

Under the subhead "General Provisions—Department of Commerce," on page 21, after line 21, to insert:

"SEC. 104. The Secretary of Commerce hereafter is authorized, subject to the procedures prescribed in section 505 of the Classification Act of 1949, as amended, but without regard to the numerical limitations contained therein, to place one position in grade GS-18, 3 positions in grade GS-17, and 10 positions in grade GS-16, in the general schedule established by the Classification Act of 1949, as amended, and such positions shall not be in lieu of any positions in the Department previously allocated under section 505."

Under the heading "Title II—The Panama Canal—Canal Zone Government," on page 23, line 2, after the word "transfusions," to strike out "\$15,648,600" and insert "\$15,765,600."

On page 23, line 9, after the word "assets," to strike out "\$1,000,000" and insert "\$1,025,000."

Under the subhead "General Provision—The Panama Canal," on page 26, line 2, after the word "exceed", to strike out "\$50" and insert "\$100."

Under the heading "Title III—Independent Agencies," on page 26, after line 13, to insert:

"ADVISORY COMMITTEE ON WEATHER CONTROL

"Salaries and expenses: For necessary expenses of the Advisory Committee on Weather Control, established by the act of August 13, 1953 (67 Stat. 559), as amended, including services as authorized by section 15 of the act of August 2, 1946 (5 U. S. C. 55a), \$250,000, to remain available until July 30, 1958."

Under the subhead "Civil Aeronautics Board", on page 27, line 9, after the word "diem", to strike out "\$5,255,400" and insert "\$5,725,000."

On page 27, line 15, after the numerals "1953", to strike out "\$38,754,000" and insert "\$37,228,000."

Under the subhead "Tariff Commission," on page 28, line 18, after "(5 U. S. C. 55a)", to strike out "\$1,640,000" and insert "\$1,700,000"; and in line 20, after the word "shall", to strike out "thereafter" and insert "hereafter."

Under the heading "Title IV—General Provisions", on page 29, line 12, after "Sec. 401" to strike out "(a)."

On page 29, after line 14, to strike out:

"(b) No part of any appropriation contained in this act shall be used for payment of any expert or consultant, or of any management engineering corporation, company, firm, or other organization, for the performance of any service relating to the management or organization of the Department of Commerce or any bureau, administration, office, corporation, or other agency thereof, the Canal Zone Government, the Panama Canal Company, or any independent board, corporation, or commission, unless the utilization and payment of experts or consultants, or of management engineering corporations, companies, firms, or other organizations, is specifically authorized by law for the performance of such service."

The PRESIDING OFFICER. The bill is open to further amendment.

If there be no further amendment to be proposed, the question is on the engrossment of the amendments and the third reading of the bill.

The amendments were ordered to be engrossed and the bill to be read a third time.

The bill was read the third time.

The PRESIDING OFFICER. The bill having been read the third time, the question is, Shall it pass?

Mr. JOHNSON of Texas. Mr. President, I desire to express my deep appreciation to the very able and thorough senior Senator from Florida [Mr. HOLLAND] for the very fine job he has done on the Department of Commerce appropriation bill. As usual, he has been meticulous, careful, cautious, and constructive in the consideration of this measure. I think the fruitful results of his weeks of labor will be demonstrated by the unanimous vote the bill will receive; and I wish to express my deep appreciation to the chairman and to all the other members of the committee.

Mr. HOLLAND. Mr. President, I wish to express my appreciation to the distinguished majority leader.

The PRESIDING OFFICER. The bill having been read the third time; the question is, Shall the bill pass?

The bill (H. R. 6700) was passed.

Mr. HOLLAND. Mr. President, I move that the Senate insist upon its amendments, request a conference thereon with the House of Representatives, and that the Chair appoint the conferees on the part of the Senate.

The motion was agreed to; and the Presiding Officer appointed Mr. HOLLAND, Mr. ELLENDER, Mr. MAGNUSON, Mr. STENNIS, Mr. JOHNSON of Texas, Mr. PASTORE, Mr. HAYDEN, Mrs. SMITH of Maine, Mr. BRIDGES, Mr. KNOWLAND, Mr. THYE, and Mr. POTTER conferees on the part of the Senate.

Mr. JOHNSON of Texas. Mr. President, I express the hope that the distinguished chairman of the subcommittee and the other conferees on the part of the Senate and the conferees on the part of the House will be able to arrange a conference on the bill at the earliest possible date, so that the differences between the two Houses can promptly be resolved and the bill can be sent quickly to the White House.

The appropriation bills are coming to us a little later this year than usual. I am anxious to have action on them expedited. So I hope the distinguished chairman of the subcommittee will arrange with the conferees on the part of the House for a conference on the Department of Commerce appropriation bill as soon as possible.

Mr. HOLLAND. Mr. President, just as soon as I learn of the appointment of the conferees on the part of the House, I shall proceed without any delay at all to seek, insofar as I am able to do so, to bring the conference to an early conclusion.

Mr. JOHNSON of Texas. I greatly appreciate the excellent cooperation of the distinguished senior Senator from Florida.

THIRD SUPPLEMENTAL APPROPRIATION BILL, 1957

Mr. JOHNSON of Texas. Mr. President, I move that the Senate proceed to the consideration of Calendar No. 315, House bill 7221, making supplemental appropriations for the fiscal year ending June 30, 1957, and for other purposes.

The motion was agreed to; and the Senate proceeded to consider the bill (H. R. 7221) making supplemental appropriations for the fiscal year ending June 30, 1957, and for other purposes, which had been reported from the Committee on Appropriations, with amendments.

LEGISLATIVE PROGRAM

Mr. JOHNSON of Texas. Mr. President, I should like to point out that during the present very busy week, the Senate has passed the Treasury-Post Office appropriation bill, which by now should be on its way to the White House; the State, Justice, and Judiciary appropriation bill, the conference on which will be held during the early part of next week; and the appropriation bill for the Department of Commerce and related agencies.

At the present time the Senate is ready to proceed with consideration of the third

supplemental appropriation bill. However, in connection with that bill there must be a little lag. Some of the minority members are not here, and they wish to be present when the bill is considered. Therefore, Mr. President, we expect to have the Senate convene on Monday at 11 a. m.

I express the hope that next week it will be possible for the Appropriations Committee to report the Department of the Interior appropriation bill and perhaps also the general Government matters appropriation bill, so that at least we shall be able to clear the good name of the Senate from criticisms by uninformed persons who know little of the procedures in this Chamber.

Mr. President, at this time I desire to discuss another matter.

The PRESIDING OFFICER. The Senator from Texas has the floor.

FLOODS AND TORNADOES IN TEXAS

Mr. JOHNSON of Texas. Mr. President, my State of Texas has been hard hit by a spring crop of floods and tornadoes.

Mr. President, I see in the Chamber at this time my delightful friend, the distinguished senior Senator from Maine [Mrs. SMITH]. Before she leaves the Chamber, I wish to put in a "plug" for Texas.

Texas is a large State in many respects, as all of us know. In this particular instance, Texas is large in an unusual respect; it is large enough to have a drought and floods and a series of tornadoes, all at the same time.

Mr. President, last week the west Texas town of Lampasas was devastated by a flash flood.

This week the town of Silverton, in the Texas Panhandle, found itself in the path of a tornado, which took a heavy toll in dead and injured and in property damage.

During the last 2 months there have been other disastrous floods, other death-dealing tornadoes.

Man has not yet devised a way to control tornadoes. But man has found a way largely to control floods and to conserve potential floodwaters for his own benefit. To the extent that this knowledge has been applied, Texas has profited greatly during this season of floods.

I am informed by the Corps of Engineers—in response to a request I made—that the full extent of recent flood damage in Texas cannot be fully determined until the waters recede and detailed surveys can be made. The engineers state that a tentative and very preliminary estimate of the damage is \$59 million. Texas sources tell me that the estimate is only partial and is quite conservative. In any case, it is known that the loss is indeed heavy.

But there is another figure that is more significant than the one showing the loss caused in Texas by the floods of this spring. That is the figure—or the series of figures—showing the damage that was prevented—prevented, Mr. President, by flood-control and water-conservation projects authorized by the Congress and

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

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HIGHLIGHTS: Senate passed third supplemental appropriation bill; USDA items agreed to as reported. Sen. Williams criticized loans to poultry industry. House committee reported compulsory poultry inspection bill. Rep. Berry commended REA programs.

HOUSE

1. POULTRY INSPECTION. The Agriculture Committee reported without amendment H.R. 6814, to provide for the compulsory inspection by this Department of poultry and poultry products (H. Rept. 465). p. 6505
2. APPROPRIATIONS. Conferees were appointed on H.R. 6700, the Commerce and related agencies appropriation bill for 1958. Senate conferees were appointed May 17. p. 6479
3. BUDGETING. Rep. Keating announced that a subcommittee of the Judiciary Committee will begin hearings Mon., May 27, on H.J. Res. 47, to permit the President to veto individual items in appropriation bills. p. 6479
4. FORESTRY. Passed over, at the request of Rep. Cunningham, S. 469, to authorize the U.S. to defray the cost of assisting the Klamath Indians to prepare for termination of Federal supervision and to defer sales of tribal property. p. 6480
Received a Calif. Legislature memorial favoring leasing or giving control to the Parker Kam County Recreation District of the lands located within the boundaries of the district. p. 6506

5. MEATS. Passed over, at the request of Rep. Weaver, H.R. 7244, to amend the Packers and Stockyards Act so as to permit deductions for a self-help meat promotion program. p. 6483
6. FOREIGN AID. Rep. McVey urged a curtailment of the mutual-security program, and inserted a table of the amounts various countries have received under the program from 1945 to 1956. pp. 6495-6
7. PERSONNEL. Rep. Curtis urged pay increases for Federal employees and the recognition of unions as bargaining agents for employees. pp. 6502-3
8. ELECTRIFICATION. Received from GAO the 1956 audit report on TVA. p. 6504
9. RECLAMATION. The Public Works Committee was discharged from further consideration of H.R. 7063, to modify the authorization for construction of the eastern portion of the Missouri-Souris unit of the Missouri River Basin project so as to provide works for furnishing water to approximately 1,000,000 acres of certain land, and the bill was referred to the Interior and Insular Affairs Committee. p. 6473

SENATE

10. APPROPRIATIONS. Passed with amendments H.R. 7221, the third supplemental appropriation bill for 1957, by a vote of 72 to 5 (pp. 6490-49, 6457-63). Agreed to the committee amendments regarding items for this Department as reported in Digest 82 (p. 6431). Rejected, 27-50, an amendment by Sen. Williams to provide for State participation by payment of 25% of the sums spent under the Disaster Loan Revolving Fund (pp. 6443-9). Senate conferees were appointed. (p. 6463)
11. POULTRY; FARM LOANS. Sen. Williams criticized loans to the poultry industry at a time when the Department was seeking to curtail production. He inserted an itemized breakdown of \$35 million he stated was loaned to poultrymen by the Farmers' Home Administration, Federal Housing Administration, Small Business Administration, Banks for Cooperatives, Federal Land Banks, and Federal Intermediate Credit Banks. He urged that the "overlapping jurisdiction" of the lending agencies be investigated. pp. 6470-7
12. HOUSING. The Banking and Currency Committee reported with amendments H.R. 6659, the proposed Housing Act of 1957 (S. Rept. 368). pp. 6412-14
13. PROPERTY. Received from GSA a proposed bill amending the Federal Property and Administrative Services Act; to Government Operations Committee. p. 6410
Agreed to print as a Senate Document a GSA report, "Real Property Leased to the United States Throughout the World, as of July 1, 1956" (S. Doc. 41). pp. 6416-7
14. FLOOD INSURANCE. Sen. Symington urged appropriations to implement the Federal flood insurance program, and inserted an editorial to that end. p. 6420
15. FLOOD CONTROL. Several Senators discussed the importance of flood control public works projects. pp. 6449-53
16. BUDGET. Sen. Symington inserted an editorial "How to Reduce the Federal Budget," and another, "To Save \$5 Billion." pp. 6420-1

possesses all the characteristics of a great man—the ability, the energy, the kindness and the aggressiveness inherent in a true leader. Though he has never deviated from the principles laid down by the Democratic Party, his country comes before politics. It can truly be said that he has the integrity and honor to maintain the scales of justice.

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE

Mr. WILLIAMS of Mississippi. Mr. Speaker, I ask unanimous consent that the Committee on Interstate and Foreign Commerce be permitted to sit during general debate while the House is in session for the remainder of this week.

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

WOMEN LAWYERS IN THE COMMONWEALTH OF MASSACHUSETTS

(Mrs. ROGERS of Massachusetts asked and was given permission to address the House for 1 minute and to revise and extend her remarks and include an article from the Washington Post and Times Herald.)

Mrs. ROGERS of Massachusetts. Mr. Speaker, at this very moment 41 of our very fine women lawyers in the Commonwealth of Massachusetts are being sworn in to practice before the Supreme Court. We are very, very proud of them and wish them luck in their practice of the law. They will be looking down from the gallery upon our deliberations very shortly. The group is the largest from one State ever to be presented to the Court. The following women are hereby sworn in:

LIST OF PARTICIPANTS IN MASSACHUSETTS ASSOCIATION WOMEN LAWYERS "WASHINGTON SAFARI"

Mildred E. Bixby, Lynn, Mass.
Celia F. Blumerfield, Brighton, Mass.
Rosalind Poll Brooker, New Bedford, Mass.
Ann Carey Curley, Boston, Mass.
Winifred B. Doherty, Malden, Mass.
I. Cyrille Geisinger, Dorchester, Mass.
Marjorie H. Gleason, South Boston, Mass.
Mildred J. Hunter, Boston, Mass.
Clare S. Nash, Weymouth, Mass.
Gladys M. Slowe, Jamaica Plain, Mass.
Lucy N. Yakim, South Deerfield, Mass.
Helen M. Allen, Dedham, Mass.
Theresa M. Bohnenberger, West Roxbury, Mass.
Elsie L. Cooper, Allston, Mass.
Kathleen T. Ryan Dacey, Roxbury, Mass.
Helen Degnan, Hyde Park, Mass.
Ethleen H. Diver, Lexington, Mass.
Florence P. Ferris, Brookline, Mass.
Marion L. Gaffney, Malden, Mass.
Katherine F. Gesmer, Quincy, Mass.
Marlon D. Gould, Billerica, Mass.
Arlene F. Hassett, Watertown, Mass.
Evelyn Hodsdon, Belmont, Mass.
Anna D. McInerney, Dedham, Mass.
Nellie F. Malone, Marlboro, Mass.
Susanne P. Shallna, Cambridge, Mass.
Lillian Sorkin, Brookline, Mass.
Frances N. Whiting, Haverhill, Mass.
Nella Q. Wendell, Belmont, Mass.
Anna Chopek, Mattapan, Mass.
Ann W. Lake, Dedham, Mass.

Julla Hoffman, Chelsea, Mass.
Miriam Flaherty, Waltham, Mass.
Anna E. Hirsch, Dedham, Mass.

The Washington Post and Times Herald article is as follows:

FORTY BOW AT SUPREME COURT DEBUT

Forty women lawyers will be admitted this morning to the bar of the Supreme Court of the United States on the recommendation of Senator LEVERETT SALTONSTALL, Republican, of Massachusetts.

All of them come from the Senator's State and all are members of the National Association of Women Lawyers.

Also on hand for the occasion will be Neva Talley, the president of the National Association of Women Lawyers.

After a formal motion by Senator SALTONSTALL in the Supreme Court, this morning, the ladies will be deemed qualified to practice before the highest Court in the land.

Afterward, they will be entertained at luncheon by Representative EDITH NOURSE ROGERS, Republican, of Massachusetts, and later in the day they will return to Boston by air.

On Friday, District of Columbia members of the National Association of Women Lawyers gathered at a dinner to honor the Massachusetts ladies.

The party was held at the Army and Navy Club.

THE ITEM VETO

(Mr. KEATING asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. KEATING. Mr. Speaker, one week from today a subcommittee of the Committee on the Judiciary headed by our distinguished colleague, the gentleman from Louisiana [Mr. WILLIS], will open hearings on House Joint Resolution 47, which permits the President to veto individual items in appropriation bills.

In my judgment, Mr. Speaker, this is the single most effective procedural blow which we could strike for governmental economy. The proposal has been endorsed by the President, as have similar proposals by 5 or 6 preceding Presidents. An administration spokesman will be on hand to present the President's views with regard to it. I hope that all Members who are either in favor of or in opposition to this proposal will make known to the gentleman from Louisiana their wish to be heard.

CORRECTION OF ROLLCALL

Mr. GRIFFIN. Mr. Speaker, on May 13, 14, and 15 I was in New Orleans with the Kelley subcommittee of the Committee on Education and Labor. Accordingly, rollcall No. 72 on May 14 indicating that I was present is erroneous. Therefore, I ask unanimous consent that the RECORD and Journal be corrected accordingly.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

CORRECTION OF ROLLCALL

Mr. McINTOSH. Mr. Speaker, on rollcall No. 71 I was present and so answered to the rollcall. I am erroneously marked as not having responded.

I ask unanimous consent that the RECORD and Journal be corrected accordingly.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

DEPARTMENT OF COMMERCE AND RELATED AGENCIES APPROPRIATIONS, 1958

Mr. CANNON. Mr. Speaker, on behalf of the gentleman from Georgia [Mr. PRESTON], chairman of the subcommittee handling appropriations for the Department of Commerce and related agencies, I ask unanimous consent to take from the Speaker's desk the bill (H. R. 6700) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes, with Senate amendments thereto, disagree to the Senate amendments and agree to the conference asked by the Senate.

The SPEAKER. Is there objection to the request of the gentleman from Missouri? [After a pause.] The Chair hears none and appoints the following conferees: Messrs. PRESTON, THOMAS, ROONEY, YATES, SHELLEY, FLOOD, CANNON, CLEVINGER, BOW, HORAN, LAIRD, and TABER.

STATUE OF GENERAL STONEWALL JACKSON IN THE HALL OF FAME AT NEW YORK UNIVERSITY

(Mr. DORN of South Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DORN of South Carolina. Mr. Speaker, it was my privilege yesterday in New York City at New York University to attend the unveiling of the bronze bust of Gen. Stonewall Jackson in the Hall of Fame for great Americans. It was a splendid occasion in every respect. There are only 86 Americans who have been selected for the Hall of Fame. I commend the board of electors for selecting Stonewall Jackson. He was one of the greatest military geniuses the world has ever known. It was interesting to note that the only other generals in the Hall of Fame whose principal achievements were in the field of military science were William T. Sherman and Robert E. Lee. It is true that General Washington, Gen. Andrew Jackson, and General Grant are in the Hall of Fame, but they were also Presidents of the United States. This fact alone is proof of the esteem in which Lee and Jackson are held by all Americans. I learned many interesting things at this meeting as to the high opinion the world has of Stonewall Jackson and Robert E. Lee. Most great military experts in foreign countries agree that there were only five English-speaking generals who are universally recognized throughout the world, and they are Marlborough, Washington, Wellington, Robert E. Lee, and Stonewall Jackson.

In recognition of his great military ability, leadership and character, Robert E. Lee was selected by the College of

Electors in the year 1900, the first year that the Hall of Fame came into existence. Field Marshall Viscount Wolseley, commander in chief of the British Army, said:

The fame of Stonewall Jackson is no longer the exclusive property of Virginia and the South; it has become the brighthouse of every man privileged to call himself an American.

The great military leader, Earl Frederick S. R. Roberts, said:

In my opinion, Stonewall Jackson was one of the greatest natural military geniuses the world ever saw. I will go even further than that. As a campaigner in the field, he never had a superior. In some respects, I doubt whether he ever had an equal.

Von Moltke, the German commander in chief who crushed France in 1870, said that Jackson's valley campaign was without a rival in the world's history.

All of these great military experts had a very high regard also for the ability of Robert E. Lee. The college of electors which selects great Americans for the Hall of Fame consists of approximately 100 American men and women of distinction, representing every State of the union and many different professions. The present College of Electors very properly selected Stonewall Jackson to join his chief, Robert E. Lee, in the immortal Hall of Fame.

At the superb ceremony yesterday in the Hall of Fame, I was particularly impressed with the West Point and VMI cadets who participated, and with General Garrison H. Davidson and General William H. Milton, Jr., superintendents of West Point and VMI, respectively. Secretary of the Army, Wilber M. Brucker, made the principal address and delivered an eloquent eulogy of Stonewall Jackson. President Eisenhower extended his greetings in a telegram. The following telegram from the greatest general of World War II, Douglas MacArthur, was reading during the ceremony.

Perhaps the most prized message I ever received came from the famous historian, Douglas Southall Freeman, who wrote me at the close of my campaigns in the Southwest Pacific area of World War II: "the mantle of Robert E. Lee and Stonewall Jackson has now fallen on your shoulders." General Jackson was a complete master of the art of war. He used its two greatest elements, initiative and surprise, in unsurpassed applications. Swift and sure of attack, dogged and determined in defense, undismayed by adverse odds, he was the ideal battlefield commander. His fearless independence of character, his spirited presentation of his own views, however in conflict with those above him, can only serve as a model for every officer of high field responsibility. I take great pride in the memory of my three uncles who fought under his inspired leadership.

CONSENT CALENDAR

The SPEAKER. This is Consent Calendar Day. The Clerk will call the first bill on the calendar.

SETTLEMENT FOR CERTAIN INEQUITABLE LOSSES IN PAY SUSTAINED BY OFFICERS OF THE COMMISSIONED SERVICES

The Clerk called the bill (H. R. 293) to authorize settlement for certain in-

equitable losses in pay sustained by officers of the commissioned services under the emergency economy legislation, and for other purposes.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the present consideration of the bill?

Mr. FORD. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

LIMITING PAYMENTS TO CERTAIN BENEFICIARIES OF CERTAIN VETERANS

The Clerk called the bill (H. R. 72) to amend section 21 of the World War Veterans' Act, 1924, to provide for the disposition of certain benefits which are unpaid at the death of the intended beneficiary.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the present consideration of the bill?

Mr. ASPINALL. Mr. Speaker, a rule having been granted on this bill, I ask unanimous consent that the bill be passed over without prejudice.

The SPEAKER. Is there objection to the request of the gentleman from Colorado?

There was no objection.

SUSPENDING APPLICATION OF CERTAIN FEDERAL LAWS WITH RESPECT TO PERSONNEL EMPLOYED BY THE HOUSE COMMITTEE ON WAYS AND MEANS

The Clerk called the resolution (H. J. Res. 230) to suspend the application of certain Federal laws with respect to personnel employed by the House Committee on Ways and Means in connection with the investigations ordered by H. Res. 104, 85th Congress.

The Clerk read the title of the resolution.

The SPEAKER. Is there objection to the present consideration of the resolution?

There being no objection, the Clerk read the resolution, as follows:

Resolved, etc., That service or employment of any person not presently employed by the Federal Government as an attorney, accountant, expert, or professional staff member in assisting the Committee on Ways and Means of the House of Representatives, or any duly authorized subcommittee thereof, in the investigations authorized by House Resolution 104, 85th Congress, shall not be considered as service or employment bringing such person within the provisions of section 281, 283, or 284 of title 18 of the United States Code, or of any other Federal law imposing restrictions, requirements, or penalties in relation to the employment of persons, the performance of services, or the payment or receipt of compensation in connection with any claim, proceeding, or matter involving the United States.

The resolution was ordered to be engrossed and read a third time, was read the third time and passed, and a motion to reconsider was laid on the table.

RELINQUISHMENT OF OFFICE OF CHIEF JUDGE OF FEDERAL COURTS AT THE AGE OF 70

The Clerk called the bill (H. R. 935) to provide that chief judges of circuits and district courts shall cease to serve as such upon reaching the age of 70.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the present consideration of the bill?

Mr. ASPINALL. Mr. Speaker, at the request of my colleague, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER. Is there objection to the request of the gentleman from Colorado?

There was no objection.

AUTHORIZING THE UNITED STATES TO DEFRAY THE COST OF ASSISTING THE KLAMATH TRIBE OF INDIANS

The Clerk called the bill (S. 469) to authorize the United States to defray the cost of assisting the Klamath Tribe of Indians to prepare for termination of Federal supervision, to defer sales of tribal property, and for other purposes.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the present consideration of the bill?

Mr. CUNNINGHAM of Iowa. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER. Is there objection to the request of the gentleman from Iowa?

There was no objection.

MEDAL OF HONOR TO THE UNKNOWN AMERICAN WHO LOST HIS LIFE IN THE KOREAN CONFLICT

The Clerk called the bill (H. R. 1214) to authorize the President to award the Medal of Honor to the unknown American who lost his life while serving overseas in the Armed Forces of the United States during the Korean conflict.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the present consideration of the bill?

There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the President is hereby authorized and directed to award, in the name of the Congress, a Medal of Honor to the unknown American who lost his life while serving overseas in the Armed Forces of the United States during the Korean conflict, and who will lie buried in the Memorial Amphitheater of the National Cemetery at Arlington, Va., as authorized by the act of August 3, 1956, Public Law 975, 84th Congress.

[Mr. BROOKS of Louisiana addressed the House. His remarks will appear hereafter in the Appendix.]

The bill was ordered to be engrossed and read a third time, was read the third time and passed, and a motion to reconsider was laid on the table.

EQUIPMENT TO PROVIDE CERTAIN SERVICES TO THE BOY SCOUTS OF AMERICA

The Clerk called the bill (H. R. 6881) to authorize the Secretary of Defense to lend certain Army, Navy, and Air Force

MAY 29, 1957

13. FORESTRY. Sen. Neuberger spoke in support of his bill, S. 2047, to dispose of Klamath Indian reservation lands, including turning part of them over to the Forest Service. pp. 7195-6

14. ADJOURNED until Fri., May 31. p. 7261

HOUSE

15. FARM PROGRAM. Rep. Cooley criticized a proposal he had received from the Secretary to permit greater flexibility in setting price supports, charging that it "would sound the death knell of the farm program" and "would mean bankruptcy for farmers". pp. 7123-29

Rep. Avery defended the soil bank program against recent criticism, stating that such criticism was also an indictment against the locally elected ASC committeemen, and inserted a newspaper editorial defending the program. p. 7122

16. CONSTRUCTION CONTRACTS. The Rules Committee reported a resolution for consideration of H.R. 7168, to prescribe policy and procedure in connection with construction contracts made by executive agencies. p. 7119

17. FORESTRY. Both Houses received from this Department a report on price trends and relationships for forest products, pursuant to the Agricultural Act of 1956. pp. 7130, 7132

18. APPROPRIATIONS. Received the conference report on H.R. 6700, the Commerce and related agencies appropriation bill for 1958 (H. Rept. 495) (pp. 7031-82). The report provides \$25,000,000 for forest highways as proposed by the House instead of \$23,000,000 as proposed by the Senate, strikes out the language proposed by the Senate to appropriate \$250,000 for the Advisory Committee on Weather Control, and restores the language as proposed by the House restricting the employment of management experts and consultants.

Passed with amendment, 394 to 1, the Defense Department appropriation bill for 1958. pp. 7032-7119

9. LEGISLATIVE PROGRAM. Rep. McCormack announced the following program: Mon., June 3, the Consent and Private Calendars, to be followed by H.R. 6974, to extend Public Law 480, and possibly the Commerce appropriation bill; Tues., S. 469, termination of Federal supervision over the Klamath Indians, including timberlands; Wed., Thurs., Fri., and Sat., the civil rights bill. p. 7115

ITEMS IN APPENDIX

20. WATER UTILIZATION. Sen. Long inserted his speech on the development of industry and waterways in Louisiana. pp. A4151-3

21. FARM PROGRAM. Sen. Sparkman inserted a high school student's speech urging a united effort to free the American farmer from "poverty, exploitation, and injustice." pp. A4155-6

Rep. George inserted an editorial, "The Pork Program," on a new plan for fattening hogs on milo in Kansas. p. 4169

Extension of remarks of Rep. Cooley urging a farm program on a commodity-by-commodity basis to relieve farm families, and inserting a press release on a meeting of farm organizations who discussed this proposal. p. A4177

22. APPROPRIATIONS. Sen. Bush inserted an editorial supporting the proposal for a Presidential item veto for appropriation bills. p. A4157

23. ELECTRIFICATION; RECLAMATION. Sen. Murray inserted an article on Hells Canyon dam which urged the high dam on the basis of conservation. pp. A4161-2
Sen. Murray inserted an article "Sportsmen Support Hells Canyon, Renew Opposition to Bruce Eddy." p. A4162
24. FOREIGN AID. Rep. Abernethy inserted an article, "Response To President On Aid Shown Synthetic," on the mail response to the President's speech. pp. A4162-3
Extension of remarks of Rep. Collier in favor of granting aid to satellite nations only under restrictions insuring that the United States would not bolster Russia by so doing. p. A4171
25. FOREIGN TRADE. Extension of remarks of Rep. Cooley urging an increase in U.S. exports and inserting an article from the Cotton Trade Journal's 1957 International Yearbook on the two-way trade with Switzerland. pp. A4179-80
26. BUDGET. Rep. Moore inserted an editorial which stated that Treasury Secretary Humphrey was talking of future budgets in his 'hair-curling' remarks, and urging discretion in making budget cuts. p. A4170
Rep. Williams, Miss., inserted an editorial stating that Federal school aid would be permanent, not temporary, citing as examples the aid to farmers and veterans. p. A4194
27. COTTON. Rep. Smith, Miss., inserted an editorial criticizing Life magazine's editorial on the farm program for cotton and other crops. pp. A4170-1
28. ATOMIC ENERGY. Extension of remarks of Rep. Neal criticizing the proposed International Atomic Energy Agency. pp. A4171-2
29. PERSONNEL. Rep. Kelley inserted a speech on employment of the physically handicapped. pp. A4175-6
30. SOIL BANK. Rep. Matthews inserted an article on the results of the soil bank program in north Fla. and South Ga., alleging reductions in the number of tenant farmers and loss of business in the towns. pp. A4182-3
31. DAIRY INDUSTRY. Sen. Potter inserted the proclamation of the State of Michigan making May their Purebred Dairy Cattle Month. pp. A4195-6

BILLS INTRODUCED

32. COTTON. H.R. 7836, by Rep. Whitten and S. 2176, by Sen. Russell, to amend the Agricultural Adjustment Act of 1938, as amended, to establish a certificate and domestic parity plan for upland cotton, to enable the American cotton farmers to farm and secure a fair return from the users of their products for their labor and investment, to preserve the historical relationship of cotton and competing fibers in domestic markets in the interest of the general welfare; to H. Agriculture and S. Agriculture and Forestry Committees. Remarks of Rep. Whitten. pp. 7121-2 Remarks of Sen. Russell. pp. 7137-8
33. MARKETING. H.R. 7832, by Rep. Haley, to amend section 8e of the Agricultural Adjustment Act (of 1933), as amended, and as reenacted and amended by the Agricultural Marketing Agreement Act of 1937, as amended, so as to provide for the extension of the restrictions on imported commodities imposed by such section to all imported citrus fruits, and to sliced figs, dried figs, and fig paste; to Agriculture Committee.

DEPARTMENT OF COMMERCE AND RELATED AGENCIES
APPROPRIATION BILL, 1958

MAY 29, 1957.—Ordered to be printed

Mr. PRESTON, from the committee of conference, submitted the following

CONFERENCE REPORT

[To accompany H. R. 6700]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 6700) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 3, 9, 15, 16, 17, 21, 23, 25, 30, and 31.

That the House recede from its disagreement to the amendments of the Senate numbered 6, 8, 12, 22, 24, 27, 28, and 29, and agree to the same.

Amendment numbered 1:

That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment as follows:

In lieu of the number proposed by said amendment insert 44; and the Senate agree to the same.

Amendment numbered 2:

That the House recede from its disagreement to the amendment of the Senate numbered 2, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$675,000; and the Senate agree to the same.

Amendment numbered 4:

That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$181,747,800; and the Senate agree to the same.

Amendment numbered 5:

That the House recede from its disagreement to the amendment of the Senate numbered 5, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$124,603,525; and the Senate agree to the same.

Amendment numbered 7:

That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$218,000; and the Senate agree to the same.

Amendment numbered 10:

That the House recede from its disagreement to the amendment of the Senate numbered 10, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$2,353,250; and the Senate agree to the same.

Amendment numbered 19:

That the House recede from its disagreement to the amendment of the Senate numbered 19, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$9,428,250; and the Senate agree to the same.

Amendment numbered 20:

That the House recede from its disagreement to the amendment of the Senate numbered 20, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$37,880,100; and the Senate agree to the same.

Amendment numbered 26:

That the House recede from its disagreement to the amendment of the Senate numbered 26, and agree to the same with an amendment as follows:

In lieu of the sum proposed by said amendment insert \$5,489,400; and the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 11, 13, 14, and 18.

PRINCE H. PRESTON,
ALBERT THOMAS,
JOHN J. ROONEY,
SIDNEY R. YATES,
JOHN F. SHELLEY,
DANIEL J. FLOOD,
CLARENCE CANNON,
CLIFF CLEVINGER,
FRANK T. BOW,
WALT HORAN,
MELVIN R. LAIRD,
JOHN TABER,

Managers on the Part of the House.

SPESSARD L. HOLLAND,
ALLEN J. ELLENDER,
WARREN G. MAGNUSON,
JOHN STENNIS,
LYNDON B. JOHNSON,
JOHN O. PASTORE,
CARL HAYDEN,
MARGARET CHASE SMITH,
STYLES BRIDGES,
WILLIAM F. KNOWLAND,
EDWARD J. THYE,
CHARLES E. POTTER,

Managers on the Part of the Senate.

STATEMENT OF THE MANAGERS ON THE PART OF THE HOUSE

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 6700) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

TITLE I—DEPARTMENT OF COMMERCE

CIVIL AERONAUTICS ADMINISTRATION

Amendment No. 1: Authorizes the replacement of 44 passenger motor vehicles instead of 40 as proposed by the House and 49 as proposed by the Senate.

Amendment No. 2: Provides \$675,000 for hire of aircraft instead of \$600,000 as proposed by the House and \$750,000 as proposed by the Senate.

Amendment No. 3: Authorizes operation and maintenance of 92 aircraft as proposed by the House instead of 100 as proposed by the Senate.

Amendment No. 4: Appropriates \$181,747,800 for "Operation and regulation" instead of \$177,747,800 as proposed by the House and \$190,201,000 as proposed by the Senate.

Amendment No. 5: Appropriates \$124,603,525 for "Establishment of air-navigation facilities" instead of \$116,561,860 as proposed by the House and \$132,645,190 as proposed by the Senate.

Amendment No. 6: Appropriates \$25,000,000 for "Grants-in-aid for airports" as proposed by the Senate instead of \$30,000,000 as proposed by the House.

Amendment No. 7: Authorizes \$218,000 for administrative expenses, air navigation development, instead of \$192,000 as proposed by the House and \$255,000 as proposed by the Senate.

BUSINESS AND DEFENSE SERVICES ADMINISTRATION

Amendment No. 8: Appropriates \$5,682,000 as proposed by the Senate instead of \$3,515,000 as proposed by the House.

OFFICE OF AREA DEVELOPMENT

Amendment No. 9: Appropriates \$395,000 as proposed by the House instead of \$200,000 as proposed by the Senate.

BUREAU OF FOREIGN COMMERCE

Amendment No. 10: Appropriates \$2,353,250 instead of \$2,261,500 as proposed by the House and \$2,445,000 as proposed by the Senate.

MARITIME ACTIVITIES

Amendment No. 11: Reported in disagreement.

Amendment No. 12: Appropriates \$35,000,000 for operating-differential subsidies as proposed by the Senate instead of \$100,000,000 as proposed by the House. In view of the language agreed to which transfers \$65,000,000 from the inactive account "War Shipping Administration Liquidation, Treasury Department," the amount available for expenditure in fiscal year 1958 under this action will be \$100,000,000, the same amount as would have been expended under the House bill.

Amendments Nos. 13 and 14: Reported in disagreement.

BUREAU OF PUBLIC ROADS

Amendments Nos. 15 and 16: Appropriate \$25,000,000 for "Forest highways" as proposed by the House instead of \$23,000,000 as proposed by the Senate.

Amendment No. 17: Eliminates language proposed by the Senate relating to a limitation on employment of consultants.

Amendment No. 18: Reported in disagreement.

NATIONAL BUREAU OF STANDARDS

Amendment No. 19: Appropriates \$9,428,250 instead of \$8,908,500 as proposed by the House and \$9,948,000 as proposed by the Senate.

WEATHER BUREAU

Amendment No. 20: Appropriates \$37,880,100 instead of \$37,480,100 as proposed by the House and \$38,252,200 as proposed by the Senate. The additional \$400,000 agreed to in conference is to be used for the rental of a high-speed electronic computer for meteorological research.

GENERAL PROVISIONS

Amendment No. 21: Eliminates language proposed by the Senate to authorize additional supergrade positions.

TITLE II—THE PANAMA CANAL

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Amendment No. 23: Appropriates \$1,000,000 for capital outlay, Canal Zone Government as proposed by the House instead of \$1,025,000 as proposed by the Senate.

Amendment No. 24: Authorizes maximum of \$100 per diem for consultants as proposed by the Senate.

TITLE III—INDEPENDENT AGENCIES

Amendment No. 25: Strikes out language proposed by the Senate to appropriate \$250,000 for the Advisory Committee on Weather Control.

CIVIL AERONAUTICS BOARD

Amendment No. 26: Appropriates \$5,489,400 for salaries and expenses instead of \$5,255,400 as proposed by the House and \$5,725,000 as proposed by the Senate.

Amendment No. 27: Appropriates \$37,228,000 for payments to air carriers as proposed by the Senate instead of \$38,754,000 as proposed by the House.

TARIFF COMMISSION

Amendment No. 28: Appropriates \$1,700,000 as proposed by the Senate instead of \$1,640,000 as proposed by the House.

Amendment No. 29: Corrects printing error.

TITLE IV—GENERAL PROVISIONS

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WALT HORAN,
MELVIN R. LAIRD,
JOHN TABER,

Managers on the Part of the House.



and legal life of Birmingham and the State of Alabama; he was an active and eager participant in the community life of the city of his adoption. He was for more than 25 years a daily commentator over two radio systems, dating from 1925 in the very infancy of radio programs. He was a member of the Methodist Church, of the Knights of Pythias, the Junior Order of the United American Mechanics, and the Eagles. More, he was the author of several books of verse of delightful and kindly humor whose titles, to those here who remember the man, are at once reminiscent and characteristic: "Hope You're Livin' an' Doin' Well, Friends, Nabors, Kinfolks"—do these topics not recall our old friend?

In closing, I should like to quote some lines from a poem by Henry Van Dyke, called *Work*, which Patrick himself, when he was in Congress, once selected as fitting tribute to a friend who was leaving the House. By coincident, it was I who yielded the floor to Mr. Patrick. At this hour the lines seem to be very applicable to our friend himself, who will return to us no more:

To suit my spirit and to prove my powers
Then shall I cheerful greet the laboring hours,
And cheerful turn when the long shadows fall

At eventide to play and love and rest,
Because I know for me my work is best.

And now the long day is over, the working hours are done, and the shadows of the long evening have fallen upon our friend.

CALL OF THE HOUSE

Mr. H. CARL ANDERSEN. Mr. Speaker, I make the point of order that a quorum is not present.

The SPEAKER. Evidently a quorum is not present.

Mr. McCORMACK. Mr. Speaker, I move a call of the House.

A call of the House was ordered.

The Clerk called the roll, and the following Members failed to answer to their names:

[Roll No. 90]

Andresen,	Fulton	Lennon
August H.	Grant	Lesinski
Barden	Gray	McGregor
Baumhart	Gregory	McMillan
Beamer	Gwinu	Miller, Md.
Blatnik	Hays, Ark.	Murray
Blitch	Hemphill	Powell
Bolton	Hoeven	Rains
Bowler	Holland	Saund
Buckley	Holtzman	Schwengel
Celler	James	Siler
Coad	Jenkins	Smith, Calif.
Dawson, Ill.	Kearney	Wolverton
Diggs	Kearns	
Forrester	Kilburn	

The SPEAKER. On this rollcall 384 Members have answered to their names, a quorum.

By unanimous consent further proceedings under the call were dispensed with.

DEPARTMENT OF COMMERCE AND RELATED AGENCIES APPROPRIATION BILL, FISCAL YEAR 1958

Mr. PRESTON. Mr. Speaker, I ask unanimous consent that the managers on the part of the House have until mid-

night tonight to file a conference report on the bill making appropriations for the Department of Commerce and related agencies for the fiscal year 1958, and for other purposes.

The SPEAKER. Without objection, it is so ordered.

There was no objection.

The conference report and statement follow:

CONFERENCE REPORT (H. REPT. NO. 495)

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 6700) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 3, 9, 15, 16, 17, 21, 23, 25, 30 and 31.

That the House recede from its disagreement to the amendments of the Senate numbered 6, 8, 12, 24, 27, 28 and 29, and agree to the same.

Amendment numbered 1: That the House recede from its disagreement to the amendment of the Senate numbered 1, and agree to the same with an amendment, as follows: In lieu of the number proposed by said amendment insert "44"; and the Senate agree to the same.

Amendment numbered 2: That the House recede from its disagreement to the amendment of the Senate numbered 2, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$675,000"; and the Senate agree to the same.

Amendment numbered 4: That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$181,747,800"; and the Senate agree to the same.

Amendment numbered 5: That the House recede from its disagreement to the amendment of the Senate numbered 5, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$124,603,525"; and the Senate agree to the same.

Amendment numbered 7: That the House recede from its disagreement to the amendment of the Senate numbered 7, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$218,000"; and the Senate agree to the same.

Amendment numbered 10: That the House recede from its disagreement to the amendment of the Senate numbered 10, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$2,353,250"; and the Senate agree to the same.

Amendment numbered 19: That the House recede from its disagreement to the amendment of the Senate numbered 19, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$9,428,250"; and the Senate agree to the same.

Amendment numbered 20: That the House recede from its disagreement to the amendment of the Senate numbered 20, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amendment insert "\$37,880,100"; and the Senate agree to the same.

Amendment numbered 26: That the House recede from its disagreement to the amendment of the Senate numbered 26, and agree to the same with an amendment, as follows: In lieu of the sum proposed by said amend-

ment insert "\$5,489,400"; and the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 11, 13, 14, and 18.

PRINCE H. PRESTON,
ALBERT THOMAS,
JOHN J. ROONEY,
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JOHN F. SHELLEY,
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JOHN TABER,

Managers on the Part of the House.

SPESSARD L. HOLLAND,
ALLEN J. ELLENDER,
WARREN G. MAGNUSON,
JOHN STENNIS,
LYNDON B. JOHNSON,
JOHN PASTORE,
CARL HAYDEN,
MARGARET CHASE SMITH,
STYLES BRIDGES,
WILLIAM F. KNOWLAND,
EDWARD J. THYE,
CHARLES POTTER,

Managers on the Part of the Senate.

STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 6700) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

TITLE I—DEPARTMENT OF COMMERCE

Civil Aeronautics Administration

Amendment No. 1: Authorizes the replacement of 44 passenger motor vehicles instead of 40 as proposed by the House and 49 as proposed by the Senate.

Amendment No. 2: Provides \$675,000 for hire of aircraft instead of \$600,000 as proposed by the House and \$750,000 as proposed by the Senate.

Amendment No. 3: Authorizes operation and maintenance of 92 aircraft as proposed by the House instead of 100 as proposed by the Senate.

Amendment No. 4: Appropriates \$181,747,800 for "Operation and regulation" instead of \$177,747,800 as proposed by the House and \$190,201,000 as proposed by the Senate.

Amendment No. 5: Appropriates \$124,603,525 for "Establishment of air-navigation facilities" instead of \$116,561,860 as proposed by the House and \$132,645,190 as proposed by the Senate.

Amendment No. 6: Appropriates \$25,000,000 for "Grants-in-aid for airports" as proposed by the Senate instead of \$30,000,000 as proposed by the House.

Amendment No. 7: Authorizes \$218,000 for administrative expenses, air navigation development instead of \$192,000 as proposed by the House and \$255,000 as proposed by the Senate.

Business and Defense Services Administration

Amendment No. 8: Appropriates \$5,682,000 as proposed by the Senate instead of \$3,515,000 as proposed by the House.

Office of Area Development

Amendment No. 9: Appropriates \$395,000 as proposed by the House instead of \$200,000 as proposed by the Senate.

Bureau of Foreign Commerce

Amendment No. 10: Appropriates \$2,353,250 instead of \$2,261,500 as proposed by the

House and \$2,445,000 as proposed by the Senate.

Maritime activities

Amendment No. 11: Reported in disagreement.

Amendment No. 12: Appropriates \$35,000,000 for operating differential subsidies as proposed by the Senate instead of \$100,000,000 as proposed by the House. In view of the language agreed to which transfers \$65,000,000 from the inactive account "War Shipping Administration Liquidation, Treasury Department" the amount available for expenditure in fiscal year 1958 under this action will be \$100,000,000, the same amount as would have been expended under the House bill.

Amendments Nos. 13 and 14: Reported in disagreement.

Bureau of Public Roads

Amendments Nos. 15 and 16: Appropriate \$25,000,000 for "Forest highways" as proposed by the House instead of \$23,000,000 as proposed by the Senate.

Amendment No. 17: Eliminates language proposed by the Senate relating to a limitation on employment of consultants.

Amendment No. 18: Reported in disagreement.

National Bureau of Standards

Amendment No. 19: Appropriates \$9,428,250 instead of \$8,908,500 as proposed by the House and \$9,948,000 as proposed by the Senate.

Weather Bureau

Amendment No. 20: Appropriates \$37,880,100 instead of \$37,480,100 as proposed by the House and \$38,252,200 as proposed by the Senate. The additional \$400,000 agreed to in conference is to be used for the rental of a high-speed electronic computer for meteorological research.

General provisions

Amendment No. 21: Eliminates language proposed by the Senate to authorize additional supergrade positions.

TITLE II—THE PANAMA CANAL

Amendment No. 22: Appropriates \$15,765,600 for operating expenses of the Canal Zone Government as proposed by the Senate instead of \$15,648,600 as proposed by the House.

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JOHN TABER,

Managers on the Part of the House.

DEPARTMENT OF DEFENSE APPROPRIATION BILL, 1958

Mr. MAHON. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H. R. 7665) making appropriations for the Department of Defense for the fiscal year ending June 30, 1958, and for other purposes.

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill H. R. 7665, with Mr. KEOGH in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. When the Committee rose on yesterday the Clerk had read down to and including line 16 on page 8 of the bill.

Mr. CANNON. Mr. Chairman, under the established practice of the House a Member desiring to reflect upon another Member by name waits until he is present or notifies him in advance.

The theory is that it is poor sportsmanship to attack a man when his back is turned. Yesterday while absent from the floor in the discharge of pressing congressional duties, two Members of the House referred to me in critical terms by name.

I do not desire to discuss these gentlemen. I shall not discuss their childish remarks. But I do wish to refer briefly to the issue involved.

We are discussing a bill providing money for defense against the attacks of foreign enemies.

We know that if attacked, it will be by Russia. There is no other nation which desires or which would dare to attack America but Russia. That is the first premise.

Happily, the danger of war is receding. Internal difficulties are changing the program of the Communists for world conquest and there is now little likelihood of another world war.

But if Russia should attack, the attack will come by air. Not by sea or by land—not by ship or by regiment but by bomber and missile. That is the second premise.

If attacked by air, how could the Navy intercept bombers and missiles flying at supersonic speed so far above as to be neither seen nor heard. And with 468 Russian submarines attacking from below. Our own *Nautilus* by token sunk every surface ship sent against it in ac-

tual maneuvers. I ask anyone here to answer. The Navy would be helpless.

How could the Army protect Detroit, San Francisco, Cleveland, or New York?

One modern bomb dropped within 5 miles of Washington would wipe out the entire United States Government. How could the Army, with all its divisions, and all the money they are asking in this bill, prevent the bombing of a single city? Let anybody answer.

The war will be lost or won in the air. If won it must be won by airpower. That is the third premise.

Every capital ship of the Navy would be sunk in the first few hours. Pearl Harbor would not be a circumstance. Within 6 hours nothing would remain of the United States Navy but the submarines.

If our Air Force lost control of the air, our armies would be panic-stricken mobs in full flight, each man seeking shelter from above. With the enemy in control of the air nothing could save them.

Carefully analyze every speech made on this floor since this bill was taken up and you will not find in any of them or all of them the answer to these questions.

The CHAIRMAN. The time of the gentleman from Missouri has expired.

Mr. CANNON. Mr. Chairman, I ask unanimous consent to proceed for an additional minute.

Mr. MARTIN. Mr. Chairman, I regret to do this, but I am going to serve notice that there is going to be no extension of time today. Too many Members of the House have other engagements for tomorrow and want this bill concluded.

The CHAIRMAN. Objection is heard.

Mr. BROOKS of Louisiana. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I rise at this time to clear up a point that arose in the course of debate just before adjournment yesterday. I think it is important that I do so.

Mr. Chairman, there has been some misunderstanding regarding the reserve program. I did not have an opportunity to clear it up yesterday so I wish to do so at this time. I want to say at the outset that we have received very fine cooperation from the Committee on Appropriations in reference to the Reserve program. However, I notice in the report, and mention has been made in the discussion, about different programs—the 6 months trainee below 18½ years of age and the 6 months trainee above 18½ years of age. In my mind, it is all one program, Mr. Chairman, not separate programs. The 6 months training program was instituted because of the fact that we had certain individuals in our Reserve program who had had no field training whatsoever. Consequently, the Reserve was weak because it lacked the necessary manpower who had had field and service training. Therefore, we wanted some way to fill up the Reserve

Digest of CONGRESSIONAL PROCEEDINGS

OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
(For Department Staff Only)

Issued June 4, 1957
For actions of June 3, 1957
85th-1st, No. 94

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HIGHLIGHTS: (See page 7.)

SENATE

1. APPROPRIATIONS. Both Houses agreed to the conference report on H.R. 6700, the Commerce Department appropriation bill for 1958. (For items of interest to this Department, see Digest 91.) pp. ~~7310, 7313-14~~, 7315-18, 7354-5. This bill will now be sent to the President.

Sens. Johnson and Mansfield discussed the handling of appropriation bills, and the matter of the item-veto. Sen. Carlson inserted a list of 39 States giving the executive the item-veto power on appropriation bills. pp. 7287-8

2. FORESTS. Both Houses received from this Department a proposed bill to facilitate the work of the Forest Service through various changes in requirements regarding reimbursements, contracting, station transfers, employee health, property, land purchase, etc. To Senate Agriculture ~~Committee~~ and House Agriculture Committee. pp. 7288, 7394

3. STATION TRANSFERS. The Government Operations Committee reported with amendment S. 1408, to provide allowances for the transportation of house trailers by transferred Government employees (S. Rept. 398). p. 7293

4. TRANSPORTATION. Received a Fla. Legislature resolution urging repeal of the excise tax on transportation. p. 7290

5. FOREIGN AID. Sen. Thurmond inserted a Charleston, S. C., Chamber of Commerce resolution protesting against the continuation of the foreign aid program. p. 7292
Sen. Smith, N. J., inserted an article by Under Secretary of State Herter, "Why We're Still Sending Money Abroad." pp. 7296-7
Sen. Smith, N. J., inserted Ambassador Richards' statement to the Senate Foreign Relations Committee on his recent trip to the Middle East. pp. 7297-8
Sen. Wiley inserted a speech by David Rockefeller urging the need for a Middle East Development Authority, which Sen. Wiley described as "The type of modus vivendi which is essential to extricate that region from the rut of troubles." pp. 7299-7302
6. ELECTRIFICATION; RECLAMATION. Sen. Thurmond inserted a Charleston, S. C., Chamber of Commerce resolution opposing S. 555, which would authorize a high dam at Hells Canyon. p. 7292
7. BUILDINGS. The Government Operations Committee reported without amendment S. 1535, allowing General Services Administration to make contracts of up to 5 years for cleaning and custodial services (S. Rept. 396). p. 7293
8. PERSONNEL. The Government Operations Committee reported without amendment S. 1799, to facilitate the payment of Government checks (S. Rept. 397). p. 7293
Passed without amendment S. 1740, to allow the payment by the Civil Service Commission of expenses incurred in maintaining the assets of certain beneficial insurance associations. pp. 7318-20
9. ST. LAWRENCE SEAWAY. Sen. Butler inserted a speech which contended that the Seaway tolls should be set high enough to recover the costs of construction, and keep all forms of transportation competitive. pp. 7308-10
10. TAX AMORTIZATION. Sen. Morse discussed and inserted editorials and articles on the tax writeoff certificate granted the Idaho Power Co. pp. 7311-13
11. RESEARCH. Sen. Morse urged the restoration of funds for the National Science Foundation and inserted five items dealing with it. pp. 7348-51
12. MARKETING. Received a report from the Federal Trade Commission for fiscal year 1956. p. 7288
13. FLOOD CONTROL. Received a proposed bill from the Secretary of the Army to amend Section 5 of the Flood Control Act of 1941 as amended, relating to emergency flood control work; to the Public Works Committee. p. 7289
14. HOUSING LOANS. Received a Calif. Legislature resolution urging that there be no increase in the interest rates on veterans' home loans. p. 7289
15. ATOMIC ENERGY. Sen. Kerr inserted an Okla. Legislature resolution urging cooperation in the U.N. with every peaceful means possible to create an international atomic health service. pp. 7290-1
16. WATER RESOURCES. Sen. Kerr inserted an Okla. House resolution urging an inquiry into the Corps of Engineers land procurement practices in the Oolagan Dam area on the Verdigris River. pp. 7291-2

The PRESIDING OFFICER. The question is on agreeing to the committee amendments, which, by unanimous consent, are being considered en bloc.

The amendments were agreed to en bloc, as follows:

In the table of contents, on page 3, after "Sec. 404. Persons heretofore having a pensionable status.", to insert "Sec. 405. Payment of pension during confinement in penal institutions."; on page 27, after line 18, to insert:

"The foregoing shall not be applicable to any widow who, with respect to date of marriage, could have qualified as a widow for death compensation under any law administered by the Veterans' Administration in effect on the day before the effective date of this act."

On page 47, after line 18, to insert:

"PAYMENT OF PENSION DURING CONFINEMENT IN PENAL INSTITUTIONS"

"SEC. 405. (a) No pension under public or private laws administered by the Veterans' Administration shall be paid to or for an individual who has been imprisoned in a Federal, State, or local penal institution as a result of conviction of a felony or misdemeanor for any part of the period beginning 61 days after his imprisonment begins and ending when his imprisonment ends.

"(b) Where any veteran is disqualified for pension for any period solely by reason of subsection (a) of this section, the Administrator may apportion and pay to his wife or children the pension which such veteran would receive for that period but for this section.

"(c) Where any widow or child of a veteran is disqualified for pension for any period solely by reason of subsection (a) of this section, the Administrator may (1) if the widow is disqualified, pay to the child, or children, the pension which would be payable if there were no such widow or (2) if a child is disqualified, pay to the widow the pension which would be payable if there were no such child."

On page 52, line 25, after the word "War", to insert "who is on the pension rolls on the day before the effective date of this act under any public law"; on page 53, line 18, after the word "War", to insert "as heretofore defined under public law administered by the Veterans' Administration"; on page 67, line 1, after "(e)", to strike out "Any disability of a veteran of the Spanish-American War shall be considered, for the purposes of this section an outpatient medical services under section 524, to be a service-connected disability incurred or aggravated during a period of war" and insert "Any disability of a veteran of the Spanish-American War, upon application for the benefits of this section or outpatient medical services under section 524, shall be considered for the purposes thereof to be a service-connected disability incurred

or aggravated in a period of war."; on page 83, at the beginning of line 21, to strike out "thereof" and insert "therefor"; on page 90, line 7, after the word "Veterans", to strike out "act of 1924" and insert "act, 1924"; on page 109, line 17, after the word "review", to strike out "of" and insert "on"; on page 110, line 9, after the word "this", to strike out "part" and insert "title"; in line 21, after the word "this", to strike out "part" and insert "title"; on page 112, line 23, after the numerals "1405", to strike out "(a)"; on page 113, after the word "the", to strike out "States or Territories" and insert "States, Territories, or commonwealths"; in line 14, after the word "the", to strike out "States or Territories" and insert "States, Territories, or commonwealths"; on page 114, after line 15, to strike out:

"(b) Persons may be appointed under this title while on terminal leave from the Armed Forces and may be paid for their services rendered under such appointment not withstanding any law or regulation to the contrary."

On page 125, line 11, after the word "duly", to strike out "authorized" and insert "authorized"; on page 130, line 25, after the word "source", to strike out "(except retired pay, but including emergency officers' retirement pay)"; on page 131, line 2, after the word "benefits", to insert "(except retired pay, but including emergency officers' retirement pay)"; on page 177, line 14, after the word "in", to strike out "public or private" and insert "private, State, and other Government"; on page 181, line 19, after the word "shall", to insert "to the extent feasible"; one page 219, after line 5, to insert:

"(227) The act of April 25, 1957 (Public Law 85-24)."

On page 226, at the beginning of line 2, to strike out "or death" and insert "(or death occurring before January 1, 1957)"; and, in line 3, after the word "veteran", to strike out "occurring before the effective date of this act."

The PRESIDING OFFICER. The bill is open to further amendment. If there be no further amendment to be proposed, the question is on the engrossment of the amendments and third reading of the bill.

The amendments were ordered to be engrossed, and the bill to be read a third time.

The bill (H. R. 53) was read the third time and passed.

DEPARTMENT OF COMMERCE AND RELATED AGENCIES APPROPRIATIONS—CONFERENCE REPORT

Mr. HOLLAND. Mr. President, I submit a report of the committee of con-

ference on the disagreeing votes of the 2 Houses on the amendments of the Senate to the bill (H. R. 6700) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes. I ask unanimous consent for the present consideration of the report.

The PRESIDING OFFICER. The report will be read, for the information of the Senate.

The legislative clerk read the report.

(For conference report, see House proceedings of May 29, 1957, p. 7081, CONGRESSIONAL RECORD.)

Mr. JOHNSON of Texas. Mr. President, the House of Representatives has acted on the conference report on the Department of Commerce appropriation bill. I ask unanimous consent that the Senate now proceed to consider the conference report.

The PRESIDING OFFICER. Is there objection to the present consideration of the conference report?

There being no objection, the Senate proceeded to consider the report.

The PRESIDING OFFICER (Mr. CHURCH in the chair). The question is on agreeing to the conference report.

Mr. JOHNSON of Texas. Mr. President, I ask that the yeas and nays be ordered on the question of agreeing to the report, so that all Members will be on notice that there will be a ye and nay vote on this question.

The PRESIDING OFFICER. Is there a sufficient second?

The yeas and nays were ordered.

Mr. HOLLAND. Mr. President, the conferees on H. R. 6700, the Department of Commerce and related agencies appropriation bill for 1958, met on Wednesday, May 29, and unanimously reached agreement with respect to the matters in the bill where House and Senate were at a variance. The report is signed by all the conferees on the part of the House and all the conferees on the part of the Senate.

Mr. President, I ask unanimous consent to have printed at this point in the RECORD a comparative statement on the Department of Commerce and related agencies appropriation bill for the fiscal year 1958.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

Department of Commerce and related agencies appropriation bill, 1958 (H. R. 6700)

Appropriation	1957 appropriation	1958 estimate	House bill	Senate bill	Conference action
Title I—Department of Commerce:					
General administration:					
Salaries and expenses.....	\$2,450,000	\$2,835,000	\$2,695,200	\$2,695,200	\$2,695,200
Aviation war risk insurance revolving fund.....		Language			
Total, general administration.....	2,450,000	2,835,000	2,695,200	2,695,200	2,695,200
Bureau of the Census:					
Salaries and expenses.....	7,475,000	8,535,000	7,881,800	7,881,800	7,881,800
1958 censuses of business, transportation, manufactures, and mineral industries.....	150,000	1,845,000	1,000,000	1,000,000	1,000,000
18th decennial census.....		4,100,000	3,250,000	3,250,000	3,250,000
Census of governments.....	1,750,000				
National housing inventory.....	1,000,000				
Total, Bureau of the Census.....	10,375,000	14,480,000	12,131,800	12,131,800	12,131,800
Civil Aeronautics Administration:					
Operation and regulation.....	136,804,000	195,000,000	177,747,800	190,201,000	181,747,800
Establishment of air navigation facilities.....	76,000,000	175,000,000	116,561,800	132,645,100	124,603,525
Grants-in-aid for airports (liquidation of contract authorization).....	30,000,000	35,000,000	30,000,000	25,000,000	25,000,000

Department of Commerce and related agencies appropriation bill, 1958 (H. R. 6700)—Continued

Appropriation	1957 appropriation	1958 estimate	House bill	Senate bill	Conference action
Title I—Department of Commerce—Continued					
Civil Aeronautics Administration—Continued					
Washington National Airport:					
Maintenance and operation.....	\$1,500,000	\$1,800,000	\$1,566,000	\$1,566,000	\$1,566,000
Construction.....		500,000	250,000	250,000	250,000
Maintenance and operation, Alaska airports.....	618,000	1,250,000	700,000	700,000	700,000
Air navigation development.....	1,500,000	2,000,000	1,500,000	1,500,000	1,500,000
Land acquisition, additional Washington airport.....	3,136				
Total, Civil Aeronautics Administration.....	245,425,136	410,550,000	328,325,660	351,802,190	335,367,325
Coast and Geodetic Survey:					
Salaries and expenses.....	10,900,000	12,100,000	11,550,000	11,550,000	11,550,000
Construction of surveying ship.....	3,700,000				
Total, Coast and Geodetic Survey.....	14,600,000	12,100,000	11,550,000	11,550,000	11,550,000
Business and Defense Services Administration:					
Salaries and expenses.....	6,975,000	7,075,000	3,515,000	5,682,000	5,682,000
Office of Area Development:					
Salaries and expenses.....		395,000	395,000	200,000	395,000
Bureau of Foreign Commerce:					
Salaries and expenses.....	2,400,000	2,645,000	2,261,500	2,445,000	2,353,250
Export control.....	3,000,000	3,060,000	3,060,000	3,060,000	3,060,000
Total, Bureau of Foreign Commerce.....	5,400,000	5,705,000	5,321,500	5,505,000	5,413,250
Office of Business Economics:					
Salaries and expenses.....	960,000	1,055,000	1,035,000	1,035,000	1,035,000
Maritime activities:					
Ship construction.....	100,700,000	94,500,000	3,000,000	3,000,000	3,000,000
Operating-differential subsidies.....	124,000,000	120,000,000	100,000,000	35,000,000	35,000,000
Salaries and expenses.....	15,350,000	15,850,000	15,425,000	15,425,000	15,425,000
Maritime training.....	2,200,000	2,585,000	2,394,300	2,394,300	2,394,300
State marine schools.....	660,000	660,000	660,000	660,000	660,000
War Shipping Administration liquidation.....	Language	Language	Language	Language	Language
Vessel operations revolving fund.....	Language	Language	Language	Language	Language
Total, maritime activities.....	242,910,000	233,595,000	121,479,300	56,479,300	56,479,300
Inland Waterways Corporation:					
Administrative expenses limitation.....	(14,000)	(4,500)	(4,500)	(4,500)	(4,500)
Patent Office:					
Salaries and expenses.....	17,000,000	19,200,000	19,000,000	19,000,000	19,000,000
Bureau of Public Roads:					
Federal-aid highways (trust fund).....	2(1,050,000,000)	(1,690,000,000)	(1,690,000,000)	(1,690,000,000)	(1,690,000,000)
Forest highways (liquidation of contract authorization).....	23,000,000	28,000,000	25,000,000	23,000,000	25,000,000
Public lands highways (liquidation of contract authorization).....	4 1,900,000	2,000,000	1,500,000	1,500,000	1,500,000
Inter-American Highway.....		12,000,000	12,000,000	12,000,000	12,000,000
Reimbursement to highway fund, District of Columbia.....	200,000				
Woodrow Wilson Memorial Bridge (Jones Point Bridge).....	14,325,000				
Total, Bureau of Public Roads.....	39,425,000	42,000,000	38,500,000	36,500,000	38,500,000
National Bureau of Standards:					
Expenses.....	8,750,000	11,500,000	8,908,500	9,948,000	9,428,250
Plant and equipment.....	450,000	800,000	450,000	45,000	450,000
Construction of facilities.....	930,000	2,000,000			
Total, National Bureau of Standards.....	10,130,000	14,300,000	9,358,500	10,398,000	9,878,250
Weather Bureau:					
Salaries and expenses.....	35,400,000	39,300,000	37,480,100	38,252,200	37,880,100
Establishment of meteorological facilities.....	2,500,000	1,200,000	600,000	600,000	600,000
Total, Weather Bureau.....	37,900,000	40,500,000	38,080,100	38,852,200	38,480,100
Total, title I.....	633,550,136	803,790,000	591,387,060	551,890,690	536,607,225
Title II—The Panama Canal:					
Canal Zone government:					
Operating expenses.....	15,410,000	16,548,000	15,648,600	15,765,600	15,765,600
Capital outlay.....		1,100,000	1,000,000	1,025,000	1,000,000
Total, Canal Zone Government.....	15,410,000	17,648,000	16,648,600	16,790,600	16,765,600
Panama Canal Company: Administrative expense limitation.....	(3,679,000)	(7,820,000)	(7,820,000)	(7,820,000)	(7,820,000)
Total, title II.....	15,410,000	17,648,000	16,648,600	16,790,600	16,765,600
Title III—Independent agencies:					
Advisory Committee on Weather Control.....	300,000	310,000		250,000	0
Civil Aeronautics Board:					
Salaries and expenses.....	4,625,000	5,725,000	5,255,400	5,725,000	5,489,400
Payments to air carriers.....	16,200,000	42,340,000	38,754,000	37,228,000	37,228,000
Total, Civil Aeronautics Board.....	20,825,000	48,065,000	44,009,400	42,953,000	42,717,400
St. Lawrence Seaway Development Corporation: Administrative expense limitation.....	(325,000)	(410,000)	(400,000)	(400,000)	(400,000)
Small Business Administration:					
Salaries and expenses.....	1,900,000				
Revolving fund.....	95,000,000				
Total, Small Business Administration.....	96,900,000	(8)			
Tariff Commission.....	7 1,550,000	1,700,000	1,640,000	1,700,000	1,700,000
Total, title III.....	119,575,000	50,075,000	45,649,400	44,903,000	44,417,400
Grand total, titles I, II, and III.....	768,535,136	871,513,900	653,685,060	613,584,290	597,790,225

1 Excludes pending supplemental \$55,000 to be derived by transfer.

2 And in addition \$65,000,000 to be derived by transfer from "War Shipping Administration liquidation" fund.

3 Includes \$250,000,000 appropriated in Public Law 15.

4 Includes \$900,000 appropriated in Public Law 15.

5 Includes \$45,000,000 appropriated in Public Law 19.

6 \$77,500,000 proposed for later transmission (under proposed legislation).

7 Excludes \$25,000 supplemental.

Mr. HOLLAND. Mr. President, when the bill was passed on the floor of the Senate on May 17, the Senate version of the bill was in agreement with the House version on the item of \$1,690,000,000 payable from the highway trust fund covering the interstates highway program and various other Federal aid highway programs. The Senate version of the bill was also in agreement with the House version on 20 of the remaining 36 money items. The bill as passed by the Senate—exactly as reported by the committee, and without amendment on the floor—contained 31 amendments of the House version of the bill.

In the conference—which was most pleasant—the Senate prevailed in the case of 8 amendments, covering items as follows: First, amendment No. 6, a reduction of \$5 million in liquidating cash for airport grants; second, amendment No. 8, an additional \$2,167,000 for the industry divisions of the Business and Defense Services Administration; third, amendment No. 12, a reduction of \$65 million in appropriations for maritime operating-differential subsidies; fourth, amendment No. 22, additional funds of \$117,000 for school facilities for handicapped children in the Canal Zone; fifth, amendment No. 24, language authorizing \$100 per diem for consultants for the Canal Zone Government, subject, however, to an existing overall limitation of \$15,000 per annum for such services; sixth, amendment No. 27, a reduction for the Civil Aeronautics Board of \$1.5 million in payments to air carriers; seventh and eighth, amendments No. 28 and No. 29, provision of the full budget estimate for the Tariff Commission by the restoration of \$60,000 to the House version of the bill.

As indicated by the message from the House, the House recedes from its disagreement to and concurs in amendments 11, 13, and 14. The first of these relates to provision of administrative expense authorization for ship-construction activities previously authorized; the latter 2 amendments include language providing \$65 million for maritime operating-differential subsidies to be derived by transfer of balances from the War Shipping Administration liquidation fund, in lieu of an appropriation in a like amount, and provide for rescission of unrequired amounts remaining in the War Shipping Administration liquidation fund.

The House prevailed in 10 amendments, covering items as follows:

First. Amendment 3, involving aircraft in the Civil Aeronautics Administration.

Second. Amendment 9, restoration of a proposed \$195,000 reduction from the budget estimate for the Office of Area Development.

Third and fourth. Amendments 15 and 16, \$2 million additional over the amount provided in the Senate version of the bill for liquidating cash for forest highways.

Fifth. Amendment 17, consultant limitation for the Bureau of Public Roads.

Sixth. Amendment 21, elimination of proposed supergrades for the Civil Aeronautics Administration.

Seventh. Amendment 23, capital outlay funds for the Canal Zone Govern-

ment reduced \$25,000 from the Senate version of the bill.

Eighth. Amendment 25, elimination of funds for the Advisory Committee on Weather Control.

Ninth and tenth. Amendments 30 and 31, reinstatement of a prohibition on use of management consultants in the field of management or organization.

That is referred to generally as the Gross amendment, which had been adopted on the floor of the House.

Compromise agreements were reached in 10 other instances involving passenger motor vehicles and aircraft for the CAA; funds for operation and regulation of the Federal airways; the establishment of air navigation facilities; administrative-expense limitation for air navigation-development activities; foreign-trade promotion activities of the Bureau of Foreign Commerce; consultant authority and limitation on funds to be utilized for such purposes in the Bureau of Public Roads; basic program functions of the National Bureau of Standards; operating expenses of the Weather Bureau; and administrative expenses of the Civil Aeronautics Board.

The utilization of the \$65 million in War Shipping Administration liquidation funds for the operating-differential subsidies account of the Maritime Administration—to which I have already referred—though a reduction in appropriations, is not a reduction in expenditures, and must not be so considered. It is, however, a needed step in the direction of eliminating a balance which has been carried on the Treasury books, with annual renewal by the Congress, since 1948.

Mr. BYRD. Mr. President, will the Senator yield?

Mr. HOLLAND. I yield.

Mr. BYRD. I congratulate the Senator very heartily on that action, which I think could well be extended to many other inactive accounts. The Senator from Florida has done a splendid job, not only in respect to that item, but in regard to the entire bill, both as chairman of the subcommittee of the Senate, and as a member of the conference committee.

Mr. HOLLAND. I appreciate that statement very highly. Whenever anyone receives a compliment from the distinguished senior Senator from Virginia on the floor of the Senate, it means he must have acted rather cautiously and wisely. So, for the entire conference committee, consisting of the full number of our subcommittee from the Senate, and a similar number from the House, I want to say we greatly appreciate the comments of the distinguished senior Senator from Virginia.

Mr. BYRD. It was a very sincere compliment, and I certainly appreciate what the distinguished Senator from Florida has said.

Mr. HOLLAND. I thank the Senator.

I may say, with respect to this item, which currently amounts to approximately \$76 million or \$77 million, which is what remains of larger amounts continued available since 1948, under appropriations by Congress, \$65 million was made available to a similar activity having to do with ships. As the House had

suggested, we left \$10 million as a reserve to complete the liquidation of the War Shipping Administration claims. The balance of between \$1 million and \$2 million we transfer to the surplus fund. So that the surplus funds, in one pocket, which the Senator from Virginia has been so strongly suggesting for several years ought to be rescinded, or appropriated where they can be used, and used on necessary expenditures for the current or approaching fiscal year, have been used for that purpose in this instance.

As a member of the Joint Committee on Reduction of Nonessential Expenditures, which is so ably headed by the senior Senator from Virginia, I may say I am happy this is one item, if not the first, in which we are carrying out one of the major objectives of that committee. The record shows that \$10 million remaining in that liquidation account will be adequate to settle outstanding claims.

There are 1 or 2 additional comments I should like to make. Senators will recall that in the handling of the funds for safer installations on the airlines or on the air lanes for the CAA, both the House and the Senate committees had insisted that a sizable part of the appropriation recommended in the budget be transferred to the military budget, because it was for the serving of military planes.

I am happy to say that in spite of the great cuts made by the House in the defense appropriation bill, which it passed a few days ago, there was added to that bill by amendment from the floor the amount of \$21,500,000, which is a necessary expenditure to provide for greater safety for military planes—and since it affords them greater safety, it means greater safety is likewise assured to civilian planes which must at times be traversing the same areas. So that the safety of people traversing the air lanes is being safeguarded in that particular way, by providing the particular appropriation in another measure.

I should like to make one more point. I think it is important for the RECORD to give a sort of summary of the reduction of which all members of the committees, both in the House and the Senate, are quite proud.

The amount covered by the conference bill, which is in a total of \$597,790,225, is \$55,894,835, or 8.6 percent, below the amount voted by the House.

The total of the conference bill is \$15,794,065, or 2.6 percent, below the amount voted by the Senate.

The amount carried in the conference bill is \$273,722,775, which is more than a quarter of a billion dollars, or 31.4 percent, below the budget estimate.

The conference bill appropriation is also 22.2 percent below the amount appropriated to date for the present fiscal year.

Mr. President, as a matter of making sure that the RECORD does not deceive anybody, while the amount appropriated in this bill is 31.4 percent below the budget estimate, it is only 23.9 percent below the budget estimate for expenditures. The 31.4 percent is the reduction

in new appropriations. The difference between the figures 31.4 percent and 23.9 percent is represented by the transfer of \$65 million, to which I referred earlier in my statement.

One more figure needs to be mentioned, and then I will close. The conference bill is \$170,744,911, or 22.2 percent, below the amount appropriated to date for the present fiscal year. Of that figure we are particularly proud.

Mr. President, I wish to say that the House committee, the Senate committee, and the conference committee have all proceeded in a way different from that of using a broad ax approach. I think the various activities and agencies covered by the bill can be operated, and operated reasonably, with the funds appropriated by the bill, except one. In conference we had to finally agree with the House—or not have a conference report—on the complete elimination of a minor amount which was in the bill to carry on to completion the program for the Advisory Committee on Weather Control. The Senate committee felt, and the Senate indicated by its action, that since we had extended that activity to continue through this coming fiscal year, by all means we should appropriate funds to complete it, but the House conferees were adamant. The amount being small, and other items being of much greater importance, the Senate conferees ultimately yielded on that point.

Mr. President, I ask first that the conference report be adopted. Then I shall ask to have laid before the Senate the single amendment which has to be reported back for consideration and approval following action on the conference report.

The PRESIDING OFFICER (Mr. CHURCH in the chair). The question is on agreeing to the conference report. On this question the yeas and nays have been ordered.

Mr. HOLLAND. Mr. President, I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. HOLLAND. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

The PRESIDING OFFICER. The question is on agreeing to the conference report. On this question the yeas and nays have been ordered.

Mr. HOLLAND. Mr. President, before proceeding with the vote, I wish to repeat what some Senators may not have heard, namely, that the conference report was unanimously agreed to by all the conferees of the Senate and all the conferees of the House. All the conferees of both bodies have signed the report. I know of no item in controversy.

In closing, I express my great appreciation for the cooperation which I received, not only from my colleagues on this side of the aisle, but from all my colleagues on the other side of the aisle, and particularly from the ranking minority member, the senior Senator from Maine [Mrs. SMITH].

Mr. President, I am ready for a vote. The PRESIDING OFFICER. The question is on agreeing to the conference report. On this question, the yeas and nays have been ordered, and the clerk will call the roll.

The Chief Clerk called the roll.

Mr. MANSFIELD. I announce that the Senator from New Mexico [Mr. CHAVEZ], the Senator from Arkansas [Mr. FULBRIGHT], the Senator from Tennessee [Mr. GORE], the Senator from Rhode Island [Mr. GREEN], the Senator from Missouri [Mr. HENNINGS], the Senator from Minnesota [Mr. HUMPHREY], the Senator from Massachusetts [Mr. KENNEDY], the Senator from Ohio [Mr. LAUSCHE], the Senator from Louisiana [Mr. LONG], the Senator from Washington [Mr. MAGNUSON], the Senator from West Virginia [Mr. NEELY], the Senator from Rhode Island [Mr. PASTORE], the Senator from Georgia [Mr. RUSSELL], the Senator from Florida [Mr. SMATHERS], the Senator from Mississippi [Mr. STENNIS], and the Senator from Missouri [Mr. SYMINGTON] are absent on official business.

I further announce that if present and voting, the Senator from New Mexico [Mr. CHAVEZ], the Senator from Arkansas [Mr. FULBRIGHT], the Senator from Rhode Island [Mr. GREEN], the Senator from Missouri [Mr. HENNINGS], the Senator from Minnesota [Mr. HUMPHREY], the Senator from Massachusetts [Mr. KENNEDY], the Senator from Ohio [Mr. LAUSCHE], the Senator from Louisiana [Mr. LONG], the Senator from Washington [Mr. MAGNUSON], the Senator from West Virginia [Mr. NEELY], the Senator from Rhode Island [Mr. PASTORE], the Senator from Florida [Mr. SMATHERS], the Senator from Mississippi [Mr. STENNIS], and the Senator from Missouri [Mr. SYMINGTON] would each vote "yea."

Mr. DIRKSEN. I announce that the Senator from New Hampshire [Mr. BRIDGES], the Senator from New Jersey [Mr. CASE], the Senator from Nebraska [Mr. HRUSKA], and the Senator from New York [Mr. JAVITS] are necessarily absent.

The Senator from South Dakota [Mr. CASE], the Senator from Kentucky [Mr. COOPER], the Senator from Vermont [Mr. FLANDERS], and the Senator from Connecticut [Mr. PURTELL] are absent on official business.

The Senator from Indiana [Mr. JENNER], the Senator from North Dakota [Mr. LANGER], and the Senator from Maine [Mr. PAYNE] are absent because of illness.

The Senator from Connecticut [Mr. BUSH] is detained on official business.

If present and voting, the Senator from New Hampshire [Mr. BRIDGES], the Senator from Connecticut [Mr. BUSH], the Senator from New Jersey [Mr. CASE], the Senator from South Dakota [Mr. CASE], the Senator from Kentucky [Mr. COOPER], the Senator from Vermont [Mr. FLANDERS], the Senator from Nebraska [Mr. HRUSKA], the Senator from New York [Mr. JAVITS], the Senator from Maine [Mr. PAYNE], and the Senator from Connecticut [Mr. PURTELL] would each vote "yea."

The result was announced—yeas 67, nays 0, as follows:

YEAS—67

Alken	Frear	Mundt
Allott	Goldwater	Murray
Anderson	Hayden	Neuberger
Barrett	Hickenlooper	O'Mahoney
Beall	Hill	Potter
Bennett	Mollard	Revercomb
Bible	Ives	Robertson
Bricker	Jackson	Saltonstall
Butler	Johnson, Tex.	Schoeppel
Byrd	Johnston, S. C.	Scott
Capehart	Kefauver	Smith, Maine
Carlson	Kerr	Smith, N. J.
Carroll	Knowland	Sparkman
Church	Kuchel	Talmadge
Clark	Malone	Thurmond
Cotton	Mansfield	Thye
Curtis	Martin, Iowa	Watkins
Dirksen	Martin, Pa.	Wiley
Douglas	McClellan	Williams
Dworshak	McNamara	Yarborough
Eastland	Monroney	Young
Ellender	Morse	
Ervin	Morton	

NOT VOTING—28

Bridges	Hennings	Neely
Bush	Hruska	Pastore
Case, N. J.	Humphrey	Payne
Case, S. Dak.	Javits	Purtell
Chavez	Jenner	Russell
Cooper	Kennedy	Smathers
Flanders	Langer	Stennis
Fulbright	Lausche	Symington
Gore	Long	
Green	Magnuson	

So the report was agreed to.

The PRESIDING OFFICER laid before the Senate a message from the House of Representatives announcing its action on certain amendments of the Senate to House bill 6700, which was read as follows:

IN THE HOUSE OF REPRESENTATIVES, U. S.,

June 3, 1957.

Resolved, That the House recede from its disagreement to the amendments of the Senate numbered 13 and 14 to the bill (H. R. 6700) entitled "An act making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes," and concur therein.

That the House recede from its disagreement to the amendment of the Senate numbered 18, and concur therein with an amendment, as follows: In lieu of the matter stricken and inserted by said amendment, insert the following: "\$100 per diem: *Provided*, That not to exceed \$10,000 may be expended for services of individuals employed at rates in excess of \$50."

Mr. HOLLAND. Mr. President, there is one item which requires the adoption of an amendment by both Houses. The House has already acted. I now move that the Senate concur in the amendment of the House to the amendment of the Senate numbered 18.

The motion was agreed to.

PAYMENT OF EXPENSES INCURRED BY THE CIVIL SERVICE COMMISSION

Mr. HOLLAND. Mr. President, I move that the Senate proceed to the consideration of Calendar No. 318, Senate bill 1740.

The PRESIDING OFFICER. The bill will be stated by title for the information of the Senate.

The CHIEF CLERK. A bill (S. 1740) to authorize the payment from the Employees Life Insurance Fund of expenses incurred by the Civil Service Commission

House of Representatives

MONDAY, JUNE 3, 1957

The House met at 12 o'clock noon.

The Chaplain, Rev. Bernard Braskamp, D. D., offered the following prayer:

Eternal God who art the source of our faith and hope, our joy and strength, bless us during this day with a sense of Thy nearness and may we never surrender to moods of doubt and denial.

Thou art here for Thou art everywhere and Thou knowest what we most need. We beseech Thee to take our wandering minds and wayward spirits and fill them with those thoughts and desires which Thou dost delight to satisfy.

Forgive us that we so frequently seek and strive for that which is only transient and temporal rather than for the good that is timeless and eternal.

May Thy whole purpose, passion, and power of our life find their highest fulfillment and freedom in a complete and joyous obedience to Thy holy will.

Hear us in Christ's name. Amen.

THE JOURNAL

The Journal of the proceedings of Thursday, May 30, 1957, was read and approved.

MESSAGE FROM THE SENATE

A message from the Senate, by Mr. McBride, one of its clerks, announced that the Senate had passed, with amendments in which the concurrence of the House is requested, a bill of the House of the following title:

H. R. 6659.—An act to extend and amend laws relating to the provision and improvement of housing to improve the availability of mortgage credit, and for other purposes.

The message also announced that the Senate insists on its amendments to the foregoing bill, requests a conference with the House on the disagreeing votes of the two Houses thereon, and appoints Mr. FULBRIGHT, Mr. SPARKMAN, Mr. DOUGLAS, Mr. MONRONEY, Mr. CLARK, Mr. CAPEHART, Mr. BRICKER, Mr. BENNETT, and Mr. BUSH to be the conferees on the part of the Senate.

AUTHORITY TO DECLARE RECESS TODAY

Mr. ALBERT. Mr. Speaker, I ask unanimous consent that it may be in order at any time today for the Speaker to declare a recess subject to the call of the Chair.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

PERSONAL ANNOUNCEMENT

(Mr. HALE asked and was given permission to extend his remarks at this point in the RECORD.)

Mr. HALE. Mr. Speaker, when the rollcall No. 91 on the motion to recommit the defense appropriation bill began, I was in the House radio room transcribing a broadcast to my district.

The bells do not ring in the radio room, and I was unaware of the rollcall until the second round. On learning of the rollcall I hurried to the Chamber only to hear the reading clerk call the name of HARDY. Of course, I could not qualify to vote. This I deeply regret. I voted in Committee of the Whole for all amendments to restore cuts in the budget figures. Had I voted on the motion to to recommit I should have voted "aye."

On questions of national defense I want to err on the side of too much too soon rather than on the too familiar side of too little, too late.

THE LATE HONORABLE ROBERT CROSSER

The SPEAKER. The Chair recognizes the gentleman from Ohio [Mr. VANIK].

Mr. VANIK. Mr. Speaker I regret to inform the Members of this House of the death today of the Honorable Robert Crosser, my predecessor, who represented the 21st District of Ohio for 38 years between 1912 and 1954. He was born in Scotland in 1874 and his death occurred 4 days before his 83d birthday.

Robert Crosser's career in public life began when he was elected to the Ohio Legislature in November 1910. In 1912 he was elected to membership in the Fourth Constitutional Convention of Ohio and served as chairman of the initiative and referendum committee which prepared the initiative and referendum amendments to the Ohio constitution. Mr. Crosser was a liberal spokesman for the principles of human betterment ever since.

On March 4, 1913, Robert Crosser commenced a long and brilliant congressional career. Two years later he was instrumental in bringing about the passage of the Adamson Act, which limited the working hours of railroad employees to 8 hours a day on interstate carriers. This was the first of Robert Crosser's vigorous efforts to improve the plight of labor and in particular the railroad worker.

In Congress, he served as member of the Interstate Commerce Committee since the 69th Congress and as chairman of this great committee in the 81st and 82d Congress. He was affectionately referred to as the father of the railroad retirement law and as a firm believer in the human rights which stemmed from his devotion to Henry George and the doctrines of single tax.

In the 21st District of Ohio his great work in this Congress is household legend and will be long in the memories

of our people. We regret the passing of this great and devoted public servant.

Mr. Speaker, I ask unanimous consent that all Members of the House may extend their remarks at this point in the RECORD.

The SPEAKER. Is there objection to the request of the gentleman from Ohio?

There was no objection.

Mr. RAYBURN. Mr. Speaker, in the passing of Robert Crosser, I have lost a longtime friend and the country has lost a great citizen and one who loved his country with a great passion. He was a very positive character and was a man of deep conviction.

His was a full and useful life. His family has my deepest sympathy. With them I shall miss him very much.

Mr. MCGREGOR. Mr. Speaker, I have just learned of the death of a former colleague, Robert Crosser, of Cleveland, Ohio. Bob, as he was affectionately known to all of us, was a great American, a scholar, and a gentleman in every sense of the word. His actions in Congress and the many pieces of legislation that he sponsored in behalf of his fellow men, will long be remembered. Mr. Speaker, he had a great spirit. For many years he suffered, as we all know, from a physical handicap and he appeared on the floor of this great legislative body in a condition that would have caused many to give up and take to their beds, but Bob Crosser, with the determination of the great Scotchman that he was, carried on for the benefit of mankind.

Mrs. McGregor joins with me in extending to his family our sincere sympathy in this their hour of bereavement.

Mr. CLEVENGER. Mr. Speaker, I join my colleagues from Ohio in paying tribute to the memory of Robert Crosser.

It was my privilege to have known the late Congressman Bob Crosser for the past 20 years. He was conscientious, devoted to duty and, during his entire service in the House of Representatives, rendered outstanding service to his constituents, and his State and Nation.

Mr. HARRIS. Mr. Speaker, it is with deep regret that I learn of the passing this morning of the Honorable Robert Crosser, who served in this House for 38 years as a Representative from the 21st District of Ohio. Except for a 4-year period—1919 to 1922—Mr. Crosser served in the House continuously from 1913 until his retirement in 1954. He was chairman of the great Committee on Interstate and Foreign Commerce during the 81st and 82d Congresses.

Mr. Crosser had a remarkable career. Born in a Scotch coal-mining village, he came to America in 1881 at the age of seven with his immigrant parents. His father went to work as a miner at Salineville, Ohio, and young Bob learned the

hard lessons of poverty. The family had little of the world's goods but were rich in character and had a deep respect for knowledge. Mr. Crosser worked his way through Kenyon College, Gambier, Ohio, and the Cincinnati Law School. He devoted his energies to public service at a very early age. In 1910 he ran for the State Legislature in Ohio and was elected. He was chosen as a delegate to the State convention which rewrote Ohio's constitution.

One of Mr. Crosser's greatest achievements in the early years was putting into the State constitution the "initiative" and "referendum" provisions which gave the people of Ohio the power to make their own laws whenever they saw fit and to reject bad laws passed by the State legislature. While in Congress, Mr. Crosser achieved the everlasting friendship of railroad labor by sponsoring the first successful Railroad Retirement Act and the Railroad Unemployment Insurance Act. He also was the author of amendments to the Railway Labor Act.

Many of the Members of the House will always remember Mr. Crosser as a great liberal fighting for the benefit of the workers in this country. He was a philosopher; a man of unimpeachable character; a man whom everyone admired and deeply respected.

I think it would be most appropriate to repeat one of Mr. Crosser's favorite poems which he read to the House on many occasions:

An old man, going a lone highway,
Came, at the evening, cold and gray,
To a chasm, vast and deep and wide,
Through which was flowing a sullen tide.
The old man crossed in the twilight dim;
The sullen stream had no fears for him;
But he turned, when safe on the other side,
And built a bridge to span the tide.
"Old man," said a fellow pilgrim near,
"You are wasting your strength with building here;
Your journey will end with the ending day;
You never again must pass this way;
You have crossed the chasm, deep and wide—
Why build you the bridge at eventide?"
The builder lifted his old gray head;
"Good friend, in the path I have come," he said,
"There followeth after me today
A youth, whose feet must pass this way.
This chasm, that has been naught to me,
To that fairhaired youth may a pitfall be.
He, too, must cross in the twilight dim;
Good friend, I am building the bridge for him."

Mr. Crosser was my personal friend and I was his admirer for many years. I am saddened by his passing.

I want to extend my deepest sympathy to the members of the Robert Crosser family in their hour of loss and grief.

Mr. MARTIN. Mr. Speaker, it is with keen regret I learned of the death of Bob Crosser. For years he was an able and popular Member of Congress. He enjoyed the good will and high regard of all with whom he came in contact. His record was crowned with success as he battled for the enactment of humane legislation and legislation which would be of great value. As chairman of the great Committee on Interstate and Foreign Commerce, he had a difficult position and he filled it with general satisfaction.

It was my privilege to enjoy his close friendship and to his family goes my deepest sympathy in this hour of bereavement.

A great legislator and a great American has passed away.

Mr. BETTS. Mr. Speaker, I am indeed sorry to learn of the death of Mr. Crosser. He and I had a strong common interest in that we were for several years the only graduates of Kenyon College in Congress. We had many pleasant conversations about our alma mater and from them I learned to know him well and we became good friends. He had a warm friendly personality. He served his country long and faithfully and I am sorry to hear of his passing.

Mr. BROWN of Ohio. Mr. Speaker, it is with deep regret that I have learned of the passing of one of my very good friends and colleagues here in the House—the Honorable Robert Crosser—who had served his community, State, and Nation with great distinction and devotion of duty for so many years.

We knew him here as Bob Crosser. He was a member, as well as chairman, of the important House Committee on Interstate and Foreign Commerce, and I had the privilege of serving with him on that committee. No man was a harder worker or a more able legislator. He was personally responsible for preparing and guiding through Congress a great deal of legislation which has been of benefit to the railroad workers of the Nation, as well as participating in the general activities of that very important committee.

Mr. Crosser also served his State ably and well as a delegate to the Ohio State Convention which rewrote and modernized the Ohio constitution nearly a half-century ago.

Robert Crosser was a man of strong character and convictions; of unusual ability, and moral courage. Born in Scotland, he believed in the traditions and virtues of his homeland. Despite long and severe illness, which for many years confined him to a wheelchair, he truly and ably represented the people of his district and State in a way that was an inspiration to many of us who served with him.

Now that his long and useful life has come to a close, I join in expressing my sympathies to his family and in saying, "Well done, my good and faithful servant."

Mr. VORYS. Mr. Speaker, the passing of our old friend, Bob Crosser, brings back memories to us, especially in Ohio, of his long and historic public service. Others have dwelt on his long and distinguished service here in the House. Many may not know of his great activity in the constitutional convention in Ohio in 1912. As a young lawyer many years after that date, I had occasion to study the debates of that convention in connection with litigation involving our Ohio constitution. I found, on page after page, the wise words of Bob Crosser, as he helped to shape the fundamental framework for our State.

From his early days as an undergraduate at Kenyon College, down

through the years, he was a great student, a fighter for the causes in which he believed. In his later years his life was a tragic struggle with increasing physical infirmities that limited his bodily activity, but not his mental keenness. His long life will live long in our memories. My sympathy goes out to his fine family.

Mr. BAUMHART. Mr. Speaker, I would like to join with my colleagues in expressing my deep regret upon the passing of our former colleague, Mr. Robert Crosser. It was my pleasure to serve in the 77th Congress with Mr. Crosser.

He was dedicated to the service of his constituents and to his country. It was a real pleasure to have known and worked with him for many years.

Mrs. BOLTON. The passing of "Bob" Crosser, so long the Representative here in the House of Ohio's 21st District, brings many warm memories to those of us who knew him down the years. A dour man in many ways, there was underneath a warm heart, a sweetness which he hid under what was often an irascible exterior. He represented those responsible for his long tenure of office faithfully and well.

No father was ever more tenderly cared for by his children. To them I would like to express my appreciation for all they did for him, who was my long time friend.

Perhaps his dependence upon them will give them a curiously poignant loneliness. Yet, I shall hope—and pray—that they will find joy and peace in the release granted their beloved—my friend, the Honorable Robert A. Crosser.

Mr. MINSHALL. Mr. Speaker, although it was not my privilege to serve in this House with Bob Crosser, I knew both him and his family well. His passing is a grievous loss, not only to his loved ones but to those of us who knew him in Cleveland. He served his congressional district with distinction, and his honor and integrity were beyond reproach. I should like to express my very deepest sympathy to his family.

Mr. FEIGHAN. Mr. Speaker, it was with profound sorrow that I learned this morning of the passing of our former colleague, Honorable Robert Crosser, who so ably represented Cleveland's 21st district for about 40 years.

Mr. Crosser was devoted to his duties and to the interests of his constituents. He worked assiduously for the welfare of the working men and women and was arduous in his efforts to improve their living standards. The physical handicap under which he labored the last several years never seemed to deter his unflagging determination to render the highest type of service to his constituency and to his country.

To his family I offer my sincere sympathy.

DEPARTMENT OF COMMERCE AND RELATED AGENCIES APPROPRIATION BILL, 1958

Mr. PRESTON. Mr. Speaker, I call up the conference report on the bill (H. R. 6700) making appropriations for the Department of Commerce and related agencies for the fiscal year ending June

30, 1958, and for other purposes, and ask unanimous consent that the statement of the managers on the part of the House be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Georgia?

There was no objection.

The Clerk read the statement.

(For conference report and statement, see proceedings of the House of May 29, 1957.)

Mr. PRESTON. Mr. Speaker, I move the previous question on the conference report.

The previous question was ordered.

The conference report was agreed to.

The SPEAKER. The Clerk will report the first amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 11: Page 8, line 14, insert the following: "Provided, That transfers may be made to the appropriation for the current fiscal year for 'Salaries and expenses' for administrative and warehouse expenses (not to exceed \$1,700,000) and for reserve fleet expense (not to exceed \$500,000), and any such transfers shall be without regard to the limitations under that appropriation on the amounts available for such expenses."

Mr. PRESTON. Mr. Speaker, I move that the House recede and concur in the Senate amendment.

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 13: Page 9, line 1, insert the following: "and in addition, \$65,000,000 to be derived by transfer from the appropriation 'War Shipping Administration Liquidation, Treasury Department'."

Mr. PRESTON. Mr. Speaker, I move that the House recede and concur in the Senate amendment.

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 14: Page 12, line 4, insert the following: "Provided, That the unexpended balance of such appropriation to the Secretary of the Treasury less the amount of \$10,000,000 continued available and less the amount of \$65,000,000 transferred to the appropriation 'Operating differential subsidies,' by this act, is hereby rescinded, the amount of such unexpended balance to be carried to the surplus fund and covered into the Treasury immediately upon the approval of this act."

Mr. PRESTON. Mr. Speaker, I move that the House recede and concur in the Senate amendment.

The motion was agreed to.

The SPEAKER. The Clerk will report the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 18: Page 19, line 2, strike out "\$50" and insert "\$100."

Mr. PRESTON. Mr. Speaker, I move that the House recede and concur in the Senate amendment with an amendment.

The Clerk read as follows:

Mr. PRESTON moves that the House recede from its disagreement to the amendment of the Senate No. 18, and concur therein with an amendment, as follows: In lieu of the matter stricken and inserted by said

amendment insert the following: "\$100 per diem: *Provided*, That not to exceed \$10,000 may be expended for services of individuals employed at rates in excess of \$50."

The motion was agreed to.

A motion to reconsider the votes by which action was taken on the several motions was laid on the table.

Mr. PRESTON. Mr. Speaker, I ask unanimous consent that all Members be permitted to extend their remarks just before the passage of the conference report on the Department of Commerce and related agencies appropriation bill, 1958.

The SPEAKER. Is there objection to the request of the gentleman from Georgia?

There was no objection.

NECESSITY FOR FLOOD CONTROL

(Mr. EDMONDSON asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. EDMONDSON. Mr. Speaker, the special subcommittee on flood control of the House Committee on Public Works which inspected flood damage in the Southwest returns to Washington late Saturday night after a tour which took us over 1,500,000 acres of flood land in Texas, Arkansas, Oklahoma, and southern Kansas. Preliminary damage estimates by the Army engineers placed the damage total in Texas and Oklahoma alone at well over \$100 million. I have little doubt that it will exceed \$150 million in these two States when the final tabulations are made. While existing flood control projects prevented approximately \$118 million in damages, presently authorized projects which have not yet been built would have prevented at least \$50 million more in damage which occurred in those two States. Some way must be found to expedite these projects and eliminate the present time lag in their construction.

I think some way also must be found, Mr. Speaker, to expedite our flood disaster measures in this area and to present a program to meet the distress—the tragic distress of our farm people—on the basis of more generous proportions than presently planned, if we are to prevent financial ruin to literally thousands of farmers in the flood area.

In this connection, I understand the President's disaster funds are now practically exhausted and recommendations have been sent to this House for additional disaster relief funds by the Executive.

I earnestly hope that the House will soon have the opportunity to provide these additional and urgently needed funds.

HON. BROOKS HAYS

(Mr. DAVIS of Tennessee asked and was given permission to address the House for 1 minute.)

Mr. DAVIS of Tennessee. Mr. Speaker, all of us are made happy when any of our colleagues receive outstanding recognition, appreciation, and honor. On occasions it has been our good fortune

to recognize our majority leader and other Members of his religious faith for outstanding contributions to the church.

Today we add to that list of our warm friends the name of Brooks Hays. Last week he was elected president of the Southern Baptist Convention at its meeting in Chicago. This is one of the largest Protestant denominations in our land. It includes more than 8½ million church believers in its membership. Rarely has this body elected a layman as its chief officer.

All of us recognize that Brooks Hays does his very best to lead a sincere, quiet, and humble religious life. That is a real test imposed upon one with whom others associate daily.

That he may have the strength and the grace to fulfill this high office with continued credit to this body of good men, and that his influence for good may be ever farreaching, is our genuine prayer.

IMPORTATION OF WOOLEN TEXTILES

(Mrs. ROGERS of Massachusetts asked and was granted permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. ROGERS of Massachusetts. Mr. Speaker, I express great appreciation to the Speaker because he is recessing the House in order that the Republicans may see the President.

Mr. Speaker, this morning I appeared at a hearing conducted by the Office of Defense Mobilization on the effect of the importation of woolen textiles upon the American woolen industry and the threat to our national security.

I pointed out the amount of woolen goods that is used in our national defense. I pointed out the fact that 146 woolen industries have been liquidated within the last 8 or 9 years. You can picture the loss of wages to the workers, the loss to the shops, and the great hardship that would ensue. I pointed out that our economy cannot survive if we keep on liquidating our industries. I believe that this Board will grant some relief. We should certainly scrap our trade agreements if they are going to ruin our great woolen industry. My complete statement will appear in the CONGRESSIONAL RECORD in the Appendix, today.

CORRECTION OF ROLL CALL

Mr. TOLLEFSON. Mr. Speaker, on rollcall No. 81 I was recorded as not voting. I was present and voted "nay." I ask unanimous consent that the permanent RECORD may be corrected accordingly.

The SPEAKER. Is there objection to the request of the gentleman from Washington?

There was no objection.

TELEVISION AND RADIO PROGRAM POLICIES

(Mrs. BOLTON asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. BOLTON. Mr. Speaker, I am very much interested in what is going on over the air waves. The headlines of this morning's papers tell of Khrushchev's broadcasting over our air waves.

I am just wondering how many of our men are going to be permitted to broadcast over the Russian air waves.

I think it would be interesting to know the purpose of the broadcast.

Mr. WALTER. Mr. Speaker, will the gentlewoman yield?

Mrs. BOLTON. I shall be happy to yield.

Mr. WALTER. Does the gentlewoman know whether or not provision has been made by the broadcasting companies that broadcast this poorly disguised attempt to fool the American people to give somebody the opportunity for rebuttal?

Mrs. BOLTON. That is a most interesting question, I may say to my colleague from Pennsylvania. I do not know the answer but would be happy to have it explained.

BRITAIN'S TRADE POLICY WITH CHINA AND RUSSIA

(Mr. GROSS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GROSS. Mr. Speaker, I call attention to the fact, as most Members of the House know, that the British Government has now seen fit to tear down practically all the barriers that have been in effect against the shipment of strategic materials to Red China.

This should come as no particular surprise, for it was announced not long ago a combine of British businessmen would move into Russia and build in that Communist country the largest tire and rubber-products plant outside of the United States.

Mr. Speaker, I wonder if this administration will continue to ignore the Battle Act; will continue to say that it is in the enlightened self-interest of this country to continue to subsidize the British, while they come to the aid of Red China and Red Russia with the strategic materials necessary to wage war?

COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE

Mr. HARRIS. Mr. Speaker, I ask unanimous consent that the Committee on Interstate and Foreign Commerce may have permission to sit during the sessions of the House this week.

The SPEAKER. Is there objection to the request of the gentleman from Arkansas?

There was no objection.

CONSENT CALENDAR

The SPEAKER. This is Consent Calendar Day. The Clerk will call the first bill on the Consent Calendar.

SETTLEMENT FOR CERTAIN INEQUITABLE LOSSES SUSTAINED BY OFFICERS OF THE COMMISSIONED SERVICES UNDER EMERGENCY ECONOMY LEGISLATION

The Clerk called the bill (H. R. 293) to authorize settlement for certain inequitable losses in pay sustained by officers of the commissioned services under the emergency economy legislation, and for other purposes.

The SPEAKER. Is there objection to the present consideration of the bill?

Mr. FORD. Mr. Speaker, reserving the right to object, I would like to ask the chairman of the Committee on the Judiciary whether or not he has been successful in getting a rule for this proposed legislation?

Mr. CELLER. No; I may say to the gentleman, but it is proposed to ask to suspend the rules and pass the bill.

Mr. FORD. Under those circumstances, the gentleman would have no objection to the bill being stricken from the calendar?

Mr. CELLER. I cannot say I would have no objection. I hope it will be passed on the Consent Calendar. If the gentleman objects, and it is a proper objection, I will have to have recourse to suspension of the rules.

Mr. FORD. I may say to the chairman of the Committee on the Judiciary that several weeks ago I did object, but I would prefer to have it stricken from the calendar. At the gentleman's request I will not seek to have it stricken at this time but under the circumstances when the next Consent Calendar is called we will ask to have it stricken. It does not qualify under the Consent Calendar rule, as the gentleman knows.

Mr. CELLER. I understand that.

Mr. FORD. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

LIMITING PAYMENTS TO CERTAIN BENEFICIARIES OF CERTAIN VETERANS

The Clerk called the bill (H. R. 72) to amend section 21 of the World War Veterans' Act, 1924, to provide for the disposition of certain benefits which are unpaid at the death of the intended beneficiary.

Mrs. ROGERS of Massachusetts. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice. A rule has been granted. There are very dangerous provisions in the bill.

The SPEAKER. Is there objection to the request of the gentlewoman from Massachusetts?

There was no objection.

THE KLAMATH TRIBE OF INDIANS

The Clerk called the bill (S. 469) to authorize the United States to defray the

cost of assisting the Klamath Tribe of Indians to prepare for termination of Federal supervision, to defer sales of tribal property, and for other purposes.

Mr. CUNNINGHAM of Iowa. Mr. Speaker, a rule has been granted on this bill, therefore I ask unanimous consent that it be passed over without prejudice.

The SPEAKER. Is there objection to the request of the gentleman from Iowa?

There was no objection.

THE BOY SCOUTS OF AMERICA

The Clerk called the bill (H. R. 6881) to authorize the Secretary of Defense to lend certain Army, Navy, and Air Force equipment and provide certain services to the Boy Scouts of America for use at the Gold Rush '57 Jamboree of the Boy Scouts of America, and for other purposes.

Mr. ASPINALL. Mr. Speaker, I ask unanimous consent that this bill be passed over without prejudice.

The SPEAKER. Is there objection to the request of the gentleman from Colorado?

There was no objection.

EXCHANGE OF LAND BETWEEN THE UNITED STATES AND THE STATE OF CALIFORNIA

The Clerk called the bill (H. R. 787) to authorize the exchange of certain lands between the United States of America and the State of California.

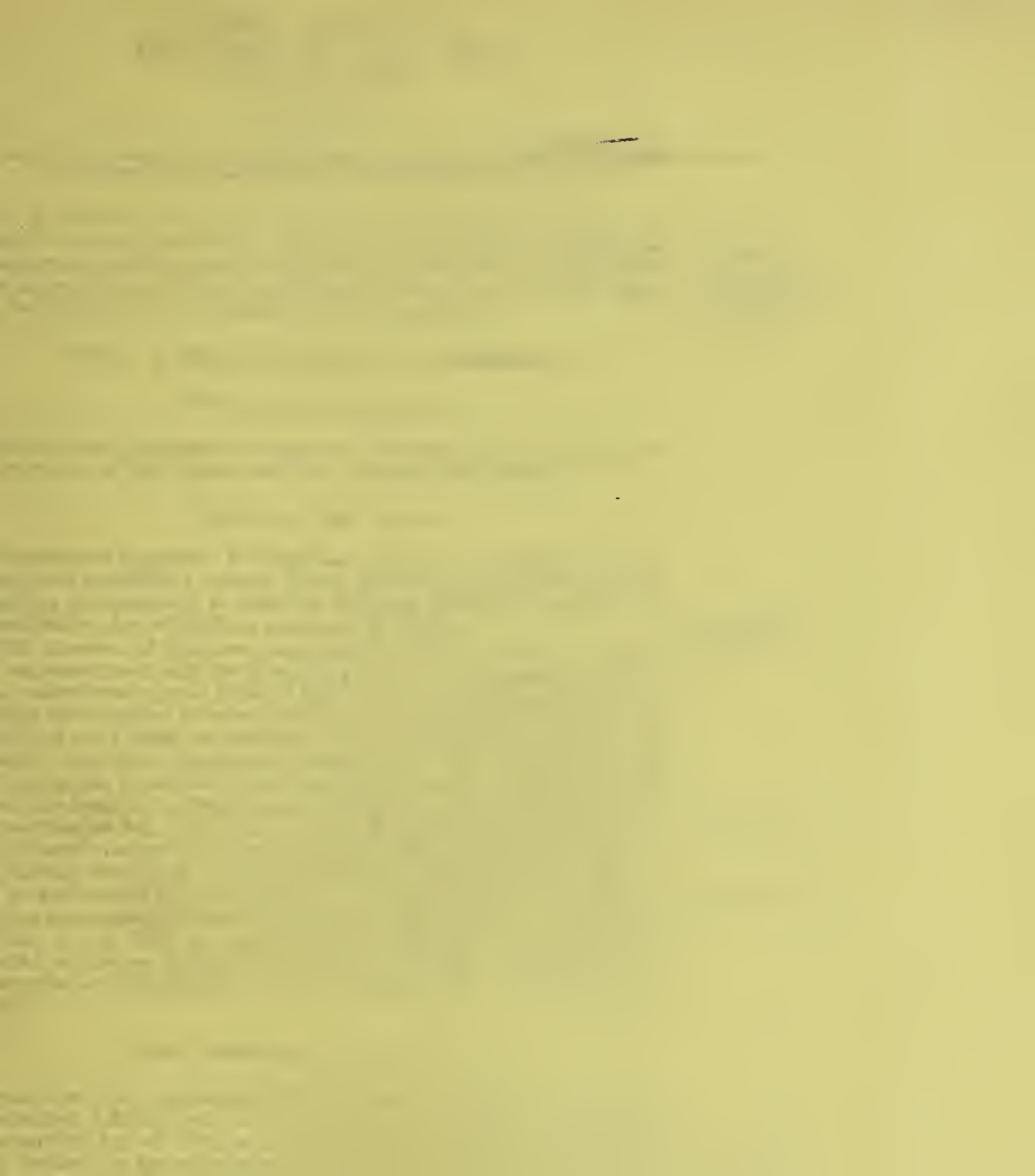
There being no objection, the Clerk read the bill, as follows:

Be it enacted, etc., That the Secretary of the Army is authorized to convey to the State of California all of the right, title, and interest of the United States of America in and to that certain real property located in the county of Alameda, State of California, as more particularly described in section 2 of this act, and in consideration for said conveyance, to accept on behalf of the United States of America all of the right, title, and interest of the State of California in and to that certain real property described in section 3 of this act. Said conveyances shall be made by, and accepted on behalf of, the United States of America subject to (1) all reservations, rights, and easements hereinbelow set forth, and (2) to such other and further terms and conditions as may be expressly agreed upon by the parties thereto.

SEC. 2. The property to be conveyed by the United States of America to the State of California is all of that property situated in the city of Alameda, county of Alameda, State of California, described as follows:

Portions of tracts 35, 36, and 39 as said tracts are shown on the map of Alameda marshlands filed July 30, 1900, in book 25 of maps, at pages 74 to 78, inclusive, in the office of the county recorder of Alameda County, said portions being described as follows:

Parcel A: Commencing at the southeasterly corner of that certain parcel of land designated as tract 25A described in deed dated August 27, 1948, and recorded September 2, 1948, in book 5597, page 433, official records of Alameda County; thence along the southerly line of said parcel north 87 degrees 12 minutes 43 seconds west (recorded bearing, north 88 degrees 20 minutes



Public Law 85-52
85th Congress, H. R. 6700
June 13, 1957

AN ACT

Making appropriations for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, and for other purposes.

71 Stat. 70.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Department of Commerce and related agencies for the fiscal year ending June 30, 1958, namely:

Department of
Commerce and
Related Agencies
Appropriation
Act, 1958.

TITLE I—DEPARTMENT OF COMMERCE

GENERAL ADMINISTRATION

Salaries and expenses: For expenses necessary for the general administration of the Department of Commerce, \$2,695,200.

BUREAU OF THE CENSUS

Salaries and expenses: For expenses necessary for collecting, compiling, and publishing current census statistics provided for by law, including enumerators at rates to be fixed without regard to the Classification Act of 1949, as amended, \$7,881,800.

63 Stat. 954.
5 USC 1071
note.

1958 censuses of business, manufactures, and mineral industries: For expenses necessary for preparing for the 1958 censuses of business, manufactures, and mineral industries as authorized by law, including enumerators at rates to be fixed without regard to the Classification Act of 1949, as amended, and additional compensation of Federal employees temporarily detailed for field work under this appropriation, \$1,000,000: *Provided*, That the appropriation granted under this head in the Department of Commerce and Related Agencies Appropriation Act, 1957, shall be merged with this appropriation.

70 Stat. 314.

Eighteenth decennial census: For expenses necessary for preparing for, taking, compiling, and publishing the eighteenth decennial census, as authorized by law (13 U. S. C. 5-9, 11, 23-25, 141-145), including enumerators at rates to be fixed without regard to the Classification Act of 1949, as amended, and additional compensation of Federal employees temporarily detailed for field work under this appropriation; \$3,250,000, to remain available until December 31, 1962.

68 Stat. 1013.

CIVIL AERONAUTICS ADMINISTRATION

Operation and regulation: For necessary expenses of the Civil Aeronautics Administration in carrying out the provisions of the Civil Aeronautics Act of 1938, as amended (49 U. S. C. 401), and other Acts incident to the enforcement of safety regulations, maintenance and operation of air-navigation and air-traffic control facilities, and disposal of surplus airports and administering instruments of disposal; planning, research, and administrative expenses for carrying out the provisions of the Federal Airport Act of May 13, 1946, as amended, including furnishing advisory services to States and other public and private agencies in connection with the construction or improvement of airports and landing areas; developmental work and service-testing as tends to the creation of improved air-navigation facilities, including landing areas, aircraft, aircraft engines, propellers, appliances, personnel, and operation methods, and acquisition of

52 Stat. 973.

60 Stat. 170.
49 USC 1101
note.

sites for such activities by lease, or grant; purchase of not to exceed forty-four passenger motor vehicles for replacement only; hire of aircraft (not exceeding \$675,000); operation and maintenance of not to exceed ninety-two aircraft; fees and mileage of expert and other witnesses; and purchase and repair of skis and snowshoes; \$181,747,800: *Provided*, That there may be credited to this appropriation, funds received from States, counties, municipalities, and other public authorities for expenses incurred in the maintenance and operation of air-navigation facilities.

Establishment of air-navigation facilities: For an additional amount for the acquisition, establishment, and improvement by contract or purchase and hire of air-navigation facilities, including the initial acquisition of necessary sites by lease or grant; the construction and furnishing of quarters and related accommodations for officers and employees of the Civil Aeronautics Administration and the Weather Bureau stationed at remote localities not on foreign soil where such accommodations are not available; the initial flight checking of air-navigation facilities and the transportation by air to and from and within the Territories of the United States of materials and equipment secured under this appropriation; \$124,603,525, to remain available until expended.

Grants-in-aid for airports (liquidation of contract authorization): For liquidation of obligations incurred under authority granted in the Act of August 3, 1955 (69 Stat. 441), to enter into contracts, \$25,000,000, to remain available until expended.

49 USC 1101-1105, 1108, 1111.

Maintenance and operation, Washington National Airport: For expenses incident to the care, operation, maintenance and protection of the Washington National Airport, including purchase of one passenger motor vehicle for replacement only; purchase, cleaning, and repair of uniforms; and arms and ammunition; \$1,566,000.

Construction, Washington National Airport: For an additional amount for "Construction, Washington National Airport," including construction, alterations, and repairs, \$250,000, to remain available until expended.

Maintenance and operation of public airports, Territory of Alaska: For expenses necessary for the maintenance, improvement, and operation of public airports in the Territory of Alaska, as authorized by law (48 U. S. C. 485 c-h); including arms and ammunition; and purchase, repair, and cleaning of uniforms; \$700,000.

62 Stat. 278.

Air navigation development: For expenses necessary for planning and developing a national system of aids to air navigation and air traffic control common to military and civil air navigation, including research, experimental investigations, purchase and development, by contract or otherwise, of new types of air navigation aids (including plans, specifications, and drawings); hire of aircraft; acquisition of necessary sites by lease or grant; payments in advance under contracts for research or development work; and not to exceed \$218,000 for administrative expenses; \$1,500,000.

COAST AND GEODETIC SURVEY

Salaries and expenses: For expenses necessary to carry out the provisions of the Act of August 6, 1947 (33 U. S. C. 883a-883i), including purchase of not to exceed three passenger motor vehicles for replacement only; uniforms or allowances therefor, as authorized by the Act of September 1, 1954 (68 Stat. 1114), as amended; lease of sites and the erection of temporary buildings for tide, magnetic or seismological observations; hire of aircraft; operation, maintenance, and repair of an airplane; extra compensation at not to exceed \$15 per month to each member of the crew of a vessel when assigned duties

61 Stat. 787.

5 USC 2131 note.

as recorder or instrument observer, and at not to exceed \$1 per day for each station to employees of other Federal agencies while making oceanographic observations or tending seismographs; pay, allowances, gratuities, transportation of dependents and household effects, and payment of funeral expenses, as authorized by law, for not to exceed 185 commissioned officers on the active list; payments under the Uniform Services Contingency Option Act of 1953; and pay of commissioned officers retired in accordance with law; \$11,550,000, of which \$566,000 shall be available for retirement pay of commissioned officers: *Provided*, That during the current fiscal year, this appropriation shall be reimbursed for press costs and costs of paper for charts published by the Coast and Geodetic Survey and furnished for the official use of the military departments of the Department of Defense.

67 Stat. 501.

37 USC 371 note.

BUSINESS AND DEFENSE SERVICES ADMINISTRATION

Salaries and expenses: For necessary expenses of the Business and Defense Services Administration, including transportation and not to exceed \$15 per diem in lieu of subsistence for persons serving without compensation while away from their homes or regular places of business, \$5,682,000.

OFFICE OF AREA DEVELOPMENT

Salaries and expenses: For necessary expenses of the Office of Area Development, \$395,000.

BUREAU OF FOREIGN COMMERCE

Salaries and expenses: For necessary expenses of the Bureau of Foreign Commerce, including the purchase of commercial and trade reports, \$2,353,250.

Export control: For expenses necessary for carrying out the provisions of the Export Control Act of 1949, as amended, relating to export controls, including awards of compensation to informers under said Act and as authorized by the Act of August 13, 1953 (22 U. S. C. 401), \$3,060,000, of which not to exceed \$1,006,000 may be advanced to the Bureau of Customs, Treasury Department, for enforcement of the export control program, and of which not to exceed \$93,400 may be advanced to the appropriation for "Salaries and expenses" under General administration.

63 Stat. 7.

50 USC app.

2021 note.

67 Stat. 577.

OFFICE OF BUSINESS ECONOMICS

Salaries and expenses: For necessary expenses of the Office of Business Economics, \$1,035,000.

MARITIME ACTIVITIES

Ship construction: For acquisition of used ships pursuant to section 510 of the Merchant Marine Act, 1936, as amended (46 U. S. C. 1160), and for research, development, and design expenses incident to new and advanced ship design, machinery, and equipment; \$3,000,000, to remain available until expended: *Provided*, That transfers may be made to the appropriation for the current fiscal year for "Salaries and expenses" for administrative and warehouse expenses (not to exceed \$1,700,000) and for reserve fleet expenses (not to exceed \$500,000), and any such transfers shall be without regard to the limitations under that appropriation on the amounts available for such expenses.

53 Stat. 1183;

68 Stat. 680.

49 Stat. 2001.
46 USC 1171-
1182.

Operating-differential subsidies: For the payment of obligations incurred for operating-differential subsidies granted on or after January 1, 1947, as authorized by the Merchant Marine Act, 1936, as amended, and in appropriations heretofore made to the United States Maritime Commission, \$35,000,000, and in addition, \$65,000,000 to be derived by transfer from the appropriation "War Shipping Administration Liquidation, Treasury Department", to remain available until expended: *Provided*, That hereafter, to the extent that the operating-differential subsidy accrual (computed on the basis of parity) is represented on the operator's books by a contingent accounts receivable item against the United States as a partial or complete offset to the recapture accrual, the operator (1) shall be excused from making deposits in the special reserve fund, and (2) as to the amount of such earnings the deposit of which is so excused shall be entitled to the same tax treatment as though it had been deposited in said special reserve fund. To the extent that any amount paid to the operator by the United States reduces the balance in the operator's contingent receivable account against the United States, such amount shall forthwith be deposited in the special reserve fund of the operator: *Provided further*, That no contracts shall be executed during the current fiscal year by the Federal Maritime Board which will obligate the Government to pay operating differential subsidy on more than two thousand one hundred voyages in any one calendar year, including voyages covered by contracts in effect at the beginning of the current fiscal year.

49 Stat. 1985.
46 USC 1245.

Salaries and expenses: For expenses necessary for carrying into effect the Merchant Marine Act, 1936, and other laws administered by the Federal Maritime Board and the Maritime Administration, \$15,425,000, within limitations as follows:

Administrative expenses, including not to exceed \$1,125 for entertainment of officials of other countries when specifically authorized by the Maritime Administrator, \$7,045,000;

Maintenance of shipyard and reserve training facilities and operation of warehouses, \$1,530,000;

Reserve fleet expenses, \$6,850,000.

53 Stat. 1182.
37 USC 231 et seq.

Maritime training: For training cadets as officers of the merchant marine at the Merchant Marine Academy at Kings Point, New York, including pay and allowances for personnel of the United States Maritime Service as authorized by law (46 U. S. C. 1126, 63 Stat. 802, 64 Stat. 794, 66 Stat. 79, and 70 Stat. 25); and not to exceed \$2,500 for contingencies for the Superintendent, United States Merchant Marine Academy, to be expended in his discretion; \$2,394,300, including uniform and textbook allowances for cadet midshipmen, at an average yearly cost of not to exceed \$200 per cadet: *Provided*, That except as herein provided for uniform and textbook allowances this appropriation shall not be used for compensation or allowances for cadets.

36 Stat. 1353.

State marine schools: To reimburse the State of California, \$47,500; the State of Maine, \$47,500; the State of Massachusetts, \$47,500; and the State of New York, \$47,500; for expenses incurred in the maintenance and support of marine schools in such States as provided in the Act authorizing the establishment of marine schools, and so forth, approved March 4, 1911, as amended (34 U. S. C. 1121-1123); \$149,800 for the maintenance and repair of vessels loaned by the United States to the said States for use in connection with such State marine schools; and \$320,200 for allowances for uniforms, textbooks, and subsistence of cadets at State marine schools, to be paid in accordance with regulations established pursuant to law (46 U. S. C. 1126 (b)); \$660,000.

70 Stat. 25.

War Shipping Administration liquidation: Not to exceed \$10,000,000 of the unexpended balance of the appropriation to the Secretary of the Treasury in the Second Supplemental Appropriation Act, 1948, for liquidation of obligations approved by the General Accounting Office as properly incurred against funds of the War Shipping Administration prior to January 1, 1947, is hereby continued available during the current fiscal year, and shall be available for the payment of obligations incurred against the working fund titled: "Working fund, Commerce, War Shipping Administration functions, December 31, 1946": *Provided*, That the unexpended balance of such appropriation to the Secretary of the Treasury less the amount of \$10,000,000 continued available and less the amount of \$65,000,000 transferred to the appropriation "Operating-differential subsidies", by this Act, is hereby rescinded, the amount of such unexpended balance to be carried to the Surplus Fund and covered into the Treasury immediately upon the approval of this Act.

General provisions—Maritime activities: No additional vessels shall be allocated under charter, nor shall any vessel be continued under charter by reason of any extension of chartering authority beyond June 30, 1949, unless the charterer shall agree that the Maritime Administration shall have no obligation upon redelivery to accept or pay for consumable stores, bunkers and slop-chest items, except with respect to such minimum amounts of bunkers as the Maritime Administration considers advisable to be retained on the vessel and that prior to such redelivery all consumable stores, slop-chest items, and bunkers over and above such minimums shall be removed from the vessel by the charterer at his own expense.

No money made available to the Department of Commerce for maritime activities, by this or any other Act shall be used in payment for a vessel the title to which is acquired by the Government either by requisition or purchase, or the use of which is taken either by requisition or agreement, or which is insured by the Government and lost while so insured, unless the price or hire to be paid therefor (except in cases where section 802 of the Merchant Marine Act, 1936, as amended, is applicable) is computed in accordance with subsection 902 (a) of said Act, as that subsection is interpreted by the General Accounting Office.

Notwithstanding any other provision of this Act, the Maritime Administration is authorized to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration, and payments received by the Maritime Administration for utilities, services, and repairs so furnished or made shall be credited to the appropriation charged with the cost thereof: *Provided*, That rental payments under any such lease, contract, or occupancy on account of items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

No obligations shall be incurred during the current fiscal year from the construction fund established by the Merchant Marine Act, 1936, or otherwise, in excess of the appropriations and limitations contained in this Act, or in any prior appropriation Act, and all receipts which otherwise would be deposited to the credit of said fund shall be covered into the Treasury as miscellaneous receipts.

61 Stat. 697.

General provisions.
Vessels.53 Stat. 1254,
1255.
46 USC 1212,
1242.

Utilities, services and repairs.

49 Stat. 1987.
46 USC 1116.

INLAND WATERWAYS CORPORATION

Inland Waterways Corporation (administered under the supervision and direction of the Secretary of Commerce): Not to exceed \$4,500 shall be available for administrative expenses to be determined in the manner set forth under the title "General expenses" in the Uniform System of Accounts for Carriers by Water of the Interstate Commerce Commission (effective January 1, 1947).

PATENT OFFICE

60 Stat. 810. Salaries and expenses: For necessary expenses of the Patent Office, including services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates for individuals not to exceed \$50 per diem (not to exceed \$25,000); and defense of suits instituted against the Commissioner of Patents; \$19,000,000.

BUREAU OF PUBLIC ROADS

General administrative expenses: Necessary expenses of administration, including advertising (including advertising in the city of Washington for work to be performed in areas adjacent thereto), purchase of seventy-five passenger motor vehicles for replacement only, and the maintenance and repairs of experimental highways, shall be paid, in accordance with law, from appropriations available to the Bureau of Public Roads.

42 Stat. 217. Of the total amount available from appropriations of the Bureau of Public Roads for general administrative expenses, pursuant to the provisions of section 21 of the Act of November 9, 1921, as amended (23 U. S. C. 21), \$100,000 shall be available for all necessary expenses to enable the President to utilize the services of the Bureau of Public Roads in fulfilling the obligations of the United States under the Convention on the Pan-American Highway Between the United States and Other American Republics (51 Stat. 152), cooperation with several governments, members of the Pan American Union, in connection with the survey and construction of the Inter-American Highway, and for performing engineering service in Pan-American countries for and upon the request of any agency or governmental corporation of the United States.

39 Stat. 355.
23 USC 9a note. Federal-aid highways (trust fund): For carrying out the provisions of the Federal-Aid Road Act of July 11, 1916, as amended and supplemented, which are attributable to Federal-aid highways, to remain available until expended, not more than \$1,690,000,000, to be derived from the Highway Trust Fund; which sum is composed of \$264,500,000, the balance of the amount authorized for the fiscal year 1956, and \$1,422,500,000, a part of the amount authorized to be appropriated for the fiscal year 1957, and \$2,396.73, \$17,700.07, \$816,392.20, and \$1,492.268, the latter sums being for reimbursement of the sums expended for the repair or reconstruction of highways and bridges which have been damaged or destroyed by floods, hurricanes, or landslides, as provided by section 4 of the Act approved June 8, 1938, section 7 of the Act approved July 13, 1943, and section 9 of the Act approved September 7, 1950, as amended (23 U. S. C. 13a and 13b), and section 7 of the Act approved June 25, 1952, and \$671,243 for reimbursement of the sums expended for the design and construction of highway bridges upon and across dams in accordance with the Act of July 29, 1946 (60 Stat. 709).

52 Stat. 634;
57 Stat. 561;
64 Stat. 789;
66 Stat. 161.
23 USC 64-69. Forest highways (liquidation of contract authorization): For expenses, not otherwise provided for, necessary for carrying out the provisions of section 23 of the Federal Highway Act of November 9,

42 Stat. 218;
49 Stat. 1520.

1921, as amended (23 U. S. C. 23, 23a), to remain available until expended, \$25,000,000, which sum is composed of \$16,250,000, the remainder of the amount authorized to be appropriated for the fiscal year 1957, and \$8,750,000, a part of the amount authorized to be appropriated for the fiscal year 1958: *Provided*, That this appropriation shall be available for the rental, purchase, construction, or alteration of buildings and sites necessary for the storage and repair of equipment and supplies used for road construction and maintenance, but the total cost of any such item under this authorization shall not exceed \$15,000.

Public lands highways (liquidation of contract authorization) : For payment of obligations incurred pursuant to the contract authorization granted by section 6 of the Federal-Aid Highway Act of 1954 (68 Stat. 73) and section 106 of the Federal-Aid Highway Act of 1956 (70 Stat. 376), to remain available until expended, \$1,500,000, a part of the amount authorized for fiscal year 1957. 23 USC 155.

Inter-American Highway: For necessary expenses of completing the survey and construction of the Inter-American Highway, in accordance with the provisions of the Act of December 26, 1941 (55 Stat. 860), as amended, to remain available until expended, \$12,000,000, which sum is the remainder of the amount authorized to be appropriated by the Act of July 1, 1955.

General provisions—Bureau of Public Roads: None of the money appropriated for the work of the Bureau of Public Roads during the current fiscal year shall be paid to any State on account of any project on which convict labor shall be employed, but this provision shall not apply to labor performed by convicts on parole or probation. General provisions.
Convict labor.

During the current fiscal year authorized engineering or other services in connection with the survey, construction, and maintenance, or improvement of roads may be performed for other Government agencies, cooperating foreign countries, and State cooperating agencies, and reimbursement for such services (which may include depreciation on engineering and road-building equipment used) shall be credited to the appropriation concerned. Agency cooperation, etc.

During the current fiscal year appropriations for the work of the Bureau of Public Roads shall be available for expenses of warehouse maintenance and the procurement, care, and handling of supplies, materials, and equipment for distribution to projects under the supervision of the Bureau of Public Roads, or for sale or distribution to other Government activities, cooperating foreign countries, and State cooperating agencies, and the cost of such supplies and materials or the value of such equipment (including the cost of transportation and handling) may be reimbursed to current applicable appropriations. Warehouse maintenance, etc.

Appropriations to the Bureau of Public Roads may be used in emergency for medical supplies and services and other assistance necessary for the immediate relief of employees engaged on hazardous work under that Bureau, and for temporary services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), but at rates for individuals not in excess of \$100 per diem: *Provided*, That not to exceed \$10,000 may be expended for services of individuals employed at rates in excess of \$50 per diem. Emergency services.
60 Stat. 810.

NATIONAL BUREAU OF STANDARDS

Expenses: For expenses necessary in performing the functions authorized by the Act of March 3, 1901, as amended (15 U. S. C. 271-278c), including general administration; operation, maintenance, alteration, and protection of grounds and facilities; and improvement and construction of temporary or special facilities as authorized by section 2 of the Act of July 21, 1950 (15 U. S. C. 286); \$9,428,250: 31 Stat. 1449.
64 Stat. 371.

71 Stat. 77.

64 Stat. 370.

Provided, That during the current fiscal year the maximum base rate of compensation for employees appointed pursuant to the Act of July 21, 1950 (15 U. S. C. 285), shall be equivalent to the entrance rate of GS-12.

31 Stat. 1449.

64 Stat. 371.

Plant and equipment: For construction of a pilot electronic data-processing device to be used in the performance of functions authorized by the Act of March 3, 1901, as amended (15 U. S. C. 271-278c); repair of mechanical facilities; design and acquisition of railway scale test equipment; expenses incurred, as authorized by section 2 of the Act of July 21, 1950 (15 U. S. C. 286), in the construction or improvement of buildings, grounds, and other facilities, and, without regard to the cost limitation contained in that Act; installation of fire protection systems in field laboratories; and purchase of three passenger motor vehicles for replacement only; \$450,000, to remain available until expended.

WEATHER BUREAU

60 Stat. 810.

62 Stat. 286.

63 Stat. 954.

5 USC 1071 note.

Salaries and expenses: For expenses necessary for the Weather Bureau, including maintenance and operation of aircraft; purchase of two passenger motor vehicles for replacement only; not to exceed \$25,000 for services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a); and not to exceed \$10,000 for maintenance of a printing office in the city of Washington, as authorized by law; \$37,880,100: *Provided*, That during the current fiscal year, the maximum amount authorized under section 3 (a) of the Act of June 2, 1948 (15 U. S. C. 327), for extra compensation to employees of other Government agencies for taking and transmitting meteorological observations, shall be \$5 per day; and the maximum base rate of pay authorized under section 3 (b) of said Act, for employees conducting meteorological investigations in the Arctic region, shall be \$6,500 per annum, except that not more than five of such employees at any one time may receive a base rate of \$9,000 per annum, and such employees may be appointed without regard to the Classification Act of 1949, as amended.

Establishment of meteorological facilities: For an additional amount for the acquisition, establishment, and relocation of meteorological facilities and related equipment, including the alteration and modernization of existing facilities; \$600,000, to remain available until June 30, 1960: *Provided*, That the appropriations heretofore granted under this head shall be merged with this appropriation.

GENERAL PROVISIONS—DEPARTMENT OF COMMERCE

63 Stat. 907.

SEC. 102. During the current fiscal year applicable appropriations and funds available to the Department of Commerce shall be available for the activities specified in the Act of October 26, 1949 (5 U. S. C. 596a), to the extent and in the manner prescribed by said Act.

60 Stat. 810.

68 Stat. 1114.

SEC. 103. Appropriations in this title available for salaries and expenses shall be available for expenses of attendance at meetings of organizations concerned with the activities for which the appropriations are made; hire of passenger motor vehicles; services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), but, unless otherwise specified, at rates for individuals not to exceed \$50 per diem; and uniforms, or allowances therefor, as authorized by the Act of September 1, 1954, as amended (5 U. S. C. 2131).

TITLE II—THE PANAMA CANAL

CANAL ZONE GOVERNMENT

Operating expenses: For operating expenses necessary for the Canal Zone Government, including operation of the Postal Service of the Canal Zone; hire of passenger motor vehicles; uniforms or allowances therefor, as authorized by the Act of September 1, 1954, as amended (5 U. S. C. 2131); expenses incident to conducting hearings on the Isthmus; expenses of attendance at meetings, when authorized by the Governor of the Canal Zone, of organizations concerned with activities pertaining to the Canal Zone Government; expenses of special training of employees of the Canal Zone Government as authorized by law (63 Stat. 602); contingencies of the Governor; residence for the Governor; medical aid and support of the insane and of lepers and aid and support of indigent persons legally within the Canal Zone, including expenses of their deportation when practicable; and payments of not to exceed \$50 in any one case to persons within the Government service who shall furnish blood for transfusions; \$15,765,600. 68 Stat. 1114.

Capital outlay: For acquisition of land and land under water and acquisition, construction, and replacement of improvements, facilities, structures, and equipment, as authorized by law (2 C. Z. Code, secs. 3 and 16; 63 Stat. 600), including the purchase of not to exceed eight passenger motor vehicles for replacement only; and expenses incident to the retirement of such assets; \$1,000,000, to remain available until expended.

PANAMA CANAL COMPANY

The following corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to it and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Budget for the fiscal year 1958 for such corporation, except as hereinafter provided: 61 Stat. 584.
31 USC 849.

Not to exceed \$7,820,000 of the funds available to the Panama Canal Company shall be available during the current fiscal year for general and administrative expenses of the Company, which shall be computed on an accrual basis. Funds available to the Panama Canal Company for operating expenses shall be available for the purchase of not to exceed seventeen passenger motor vehicles for replacement only, including one at not to exceed \$5,000, and for uniforms or allowances therefor, as authorized by the Act of September 1, 1954, as amended (5 U. S. C. 2131). 68 Stat. 1114.

GENERAL PROVISIONS—THE PANAMA CANAL

SEC. 202. No part of any appropriation contained in this Act shall be used directly or indirectly, except for temporary employment in case of emergency, for the payment of any civilian for services rendered by him on the Canal Zone while occupying a skilled, technical, clerical, administrative, executive, or supervisory position unless such person is a citizen of the United States of America or of the Republic of Panama: *Provided, however*, (1) That, notwithstanding the provision in the Act approved August 11, 1939 (53 Stat. 1409) limiting employment in the above-mentioned positions to citizens of the United States from and after the date of approval of said Act, citizens of Panama may be employed in such positions; (2) that at no time shall Employment requirements.

the number of Panamanian citizens employed in the above-mentioned positions exceed the number of citizens of the United States so employed, if United States citizens are available in continental United States or on the Canal Zone; (3) that nothing in this Act shall prohibit the continued employment of any person who shall have rendered fifteen or more years of faithful and honorable service on the Canal Zone; (4) that in the selection of personnel for skilled, technical, administrative, clerical, supervisory, or executive positions, the controlling factors in filling these positions shall be efficiency, experience, training, and education; (5) that all citizens of Panama and the United States rendering skilled, technical, clerical, administrative, executive, or supervisory service on the Canal Zone under the terms of this Act (a) shall normally be employed not more than forty hours per week, (b) may receive as compensation equal rates of pay based upon rates paid for similar employment in continental United States plus 25 per centum; (6) this entire section shall apply only to persons employed in skilled, technical, clerical, administrative, executive, or supervisory positions on the Canal Zone directly or indirectly by any branch of the United States Government or by any corporation or company whose stock is owned wholly or in part by the United States Government: *Provided further*, That the President may suspend from time to time in whole or in part compliance with this section if he should deem such course to be in the public interest.

SEC. 203. The Governor of the Canal Zone is authorized to employ services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), in an amount not exceeding \$15,000: *Provided*, That the rates for individuals shall not exceed \$100 per diem.

SEC. 204. The Governor of the Canal Zone and the President of the Panama Canal Company, in computing allowances for the cost of travel on home leave for persons who elect at their expense to take other than the lowest first-class travel to the United States, shall take into account as the cost to the United States the actual cost, as computed by the General Accounting Office, of travel by United States owned and operated vessels rather than a reduced fare rate which is available for such employees when traveling on their own account.

TITLE III—INDEPENDENT AGENCIES

CIVIL AERONAUTICS BOARD

Salaries and expenses: For necessary expenses of the Civil Aeronautics Board, including contract stenographic reporting services; employment of temporary guards on a contract or fee basis; salaries and traveling expenses of employees detailed to attend courses of training conducted by the Government or industries serving aviation; hire, operation, maintenance, and repair of aircraft; expenses of attendance at meetings of organizations concerned with the activities of this appropriation; hire of passenger motor vehicles; services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates for individuals not to exceed \$50 per diem; \$5,489,400.

Payments to air carriers: For payments to air carriers of so much of the compensation fixed and determined by the Civil Aeronautics Board under section 406 of the Civil Aeronautics Act of 1938, as amended (49 U. S. C. 486), as is payable by the Civil Aeronautics Board pursuant to Reorganization Plan No. 10 of 1953; \$37,228,000, to remain available until expended.

60 Stat. 810.

Travel allowance.

60 Stat. 810.

52 Stat. 998.

67 Stat. 644.

49 USC 486 note.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to such Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the budget for the fiscal year 1958 for such Corporation, except as hereinafter provided: 61 Stat. 584.
31 USC 849.

Not to exceed \$400,000 shall be available for administrative expenses which shall be computed on an accrual basis, including not to exceed \$1,000 for official entertainment expenses, to be expended upon the approval or authority of the Administrator: *Provided*, That said funds shall be available for services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), at rates for individuals not to exceed \$50 per day. 60 Stat. 810.

TARIFF COMMISSION

Salaries and expenses: For necessary expenses of the Tariff Commission, including subscriptions to newspapers (not to exceed \$200), not to exceed \$20,000 for expenses of travel, and contract stenographic reporting services as authorized by section 15 of the Act of August 2, 1946 (5 U. S. C. 55a), \$1,700,000: *Provided*, That no part of this appropriation shall be used to pay the salary of any member of the Tariff Commission who shall hereafter participate in any proceedings under sections 336, 337, and 338 of the Tariff Act of 1930, wherein he or any member of his family has any special, direct, and pecuniary interest, or in which he has acted as attorney or special representative: *Provided further*, That no part of the foregoing appropriation shall be used for making any special study, investigation or report at the request of any other agency of the executive branch of the Government unless reimbursement is made for the cost thereof: *Provided further*, That that part of the foregoing appropriation which is for expenses of travel shall be available, when specifically authorized by the Chairman of the Tariff Commission, for expenses of attendance at meetings of organizations concerned with the functions and activities of the said Commission. 60 Stat. 810.
46 Stat. 701.
19 USC 1336-1338.

TITLE IV—GENERAL PROVISIONS

SEC. 401. (a) No part of any appropriation contained in this Act shall be used for publicity or propaganda purposes not heretofore authorized by the Congress. Publicity or propaganda.

(b) No part of any appropriation contained in this Act shall be used for payment of any expert or consultant, or of any management engineering corporation, company, firm, or other organization, for the performance of any service relating to the management or organization of the Department of Commerce or any bureau, administration, office, corporation, or other agency thereof, the Canal Zone Government, the Panama Canal Company, or any independent board, corporation, or commission, unless the utilization and payment of experts or consultants, or of management engineering corporations, companies, firms, or other organizations, is specifically authorized by law for the performance of such service. Limitations.

International
Materials Con-
ference.
Short title.

SEC. 402. No part of any appropriation contained in this Act shall be used to pay any expenses incident to or in connection with participation in the International Materials Conference.

This Act may be cited as the "Department of Commerce and Related Agencies Appropriation Act, 1958".

Approved June 13, 1957.

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